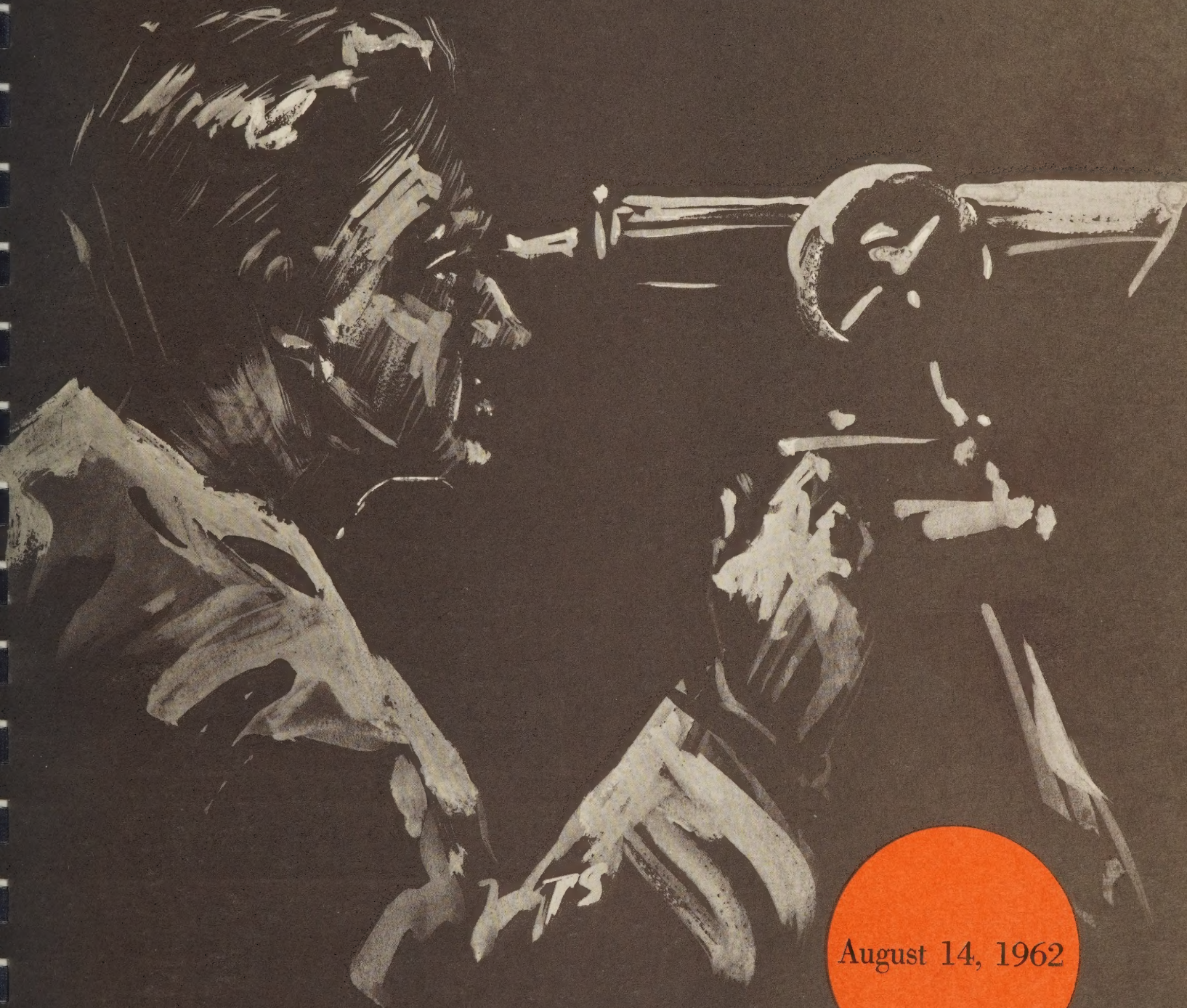


monthly report



August 14, 1962

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NEW JERSEY STATE HIGHWAY DEPARTMENT

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CONCURRENT AUDIT

The New Jersey Highway Department reached final agreement with the U.S. Bureau of Public Roads in regard to the Concurrent Audit procedure during July and a memorandum of understanding, executed on an informal basis during the Governor's absence on the west coast, was formally signed at a ceremony in the Governor's office, August 2. That the completion of the required procedures was regarded as an outstanding accomplishment by the Federal Government is demonstrated by the fact that Mr. J. C. Allen, Director of Administration for the Bureau of Public Roads, traveled from Washington, D. C. to be present at the ceremony.

The new procedure, retroactive to July 1, will benefit the State Treasury by providing faster Federal reimbursement for State expenditures on Federal Aid projects. The Treasury may thus avoid the necessity of depleting its investment account in order to provide these funds pending reimbursement at a much later date. Copies of the memorandum of understanding and the statement by the Bureau of Public Roads are attached to this report.

CONSTRUCTION FUNDS

The books on the 1961-62 fiscal year were closed July 20. A review of the records on a preliminary basis pending the final

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CONSTRUCTION FUNDS, con't.

accounting report, indicates a total of more than \$126 million was committed to the Department's construction program during the year. This includes preliminary engineering, purchase of right of way, construction, and Departmental engineering costs which are paid by the Federal Government. The figure compares with approximately \$110 million for 1960-61 and \$94 million for 1959-60. Of the total committed during 1961-62, approximately \$79 million went into Interstate projects, \$26.5 million into Primary and Urban projects, approximately \$16 million into non-Federal projects, and more than \$4 million into miscellaneous work, mainly engineering.

RESEARCH

As part of the Department's overall effort to provide the best design for our Interstate Routes, a special study was made of the rock cut through First Mountain which will be required in the construction of the Essex East West Freeway (I-280). The following report from the Bureau of Soils and Subdrainage indicates the scope of the problem and the steps that are being taken to overcome it:

The cut, which will be as much as 120' deep, presents an interesting problem in that massive hard basalt is underlain in places by shale and sandstone.

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RESEARCH, cont'd.

The shale, which under the best of conditions would normally weather faster than the basalt, contains badly decomposed layers which when eroded away would undermine the overlying massive rock and create a very dangerous condition in the future.

The methods of treatment studied all provide that the basalt be cut to a 3 on 1 slope. The four alternative approaches to the problem of protecting the underlying shale, which will vary from 0 to 60' in height, include (a) cribwall, (b) poured concrete wall, (c) pre-cast, pre-stressed concrete wall and (d) 1 to 1 slope in shale with a bench between the shale and basalt equal to one half the height of the shale.

The cribwall method was discarded due to the necessity of constructing it to unprecedented heights and its overall high cost.

The two protective concrete wall schemes consist of building 48 high rows of concrete blocks and anchoring them to the shale which would be cut to a 3 on 1 slope as the overlying basalt.

RESEARCH, cont'd.

In the case of the poured-in-place wall, the thickness would have to be 18" poured against the shale face with gravel drains set into the rock face at intervals to allow seepage of ground water to be carried down to the roadway drainage system. The method was estimated to be the second most costly.

The pre-cast method would involve the building of 4' x 12' slabs of pre-stressed blocks 9" thick, held 2" from the face of the shale by anchor bolts. The 2' space filled with sand would act as far superior drain for seepage which would be collected at the bottom and carried off by the roadway drainage system. This plan, although it was estimated to be the most reasonable one from the standpoint of initial cost, was also turned down in favor of the last alternative. It was felt that the estimate could be considerably inaccurate in view of the fact, to our knowledge, such a protective wall has never been built and it would be impossible to predict the maintenance problems which might develop as well as construction problems in case a smooth surface could not be cut in the shale on a 3 on 1 slope.

RESEARCH, cont'd.

We consequently recommended that the shale be cut on a 1 to 1 slope with a bench between the two types of rock, the width of which is still to be determined. It is felt that in spite of the fact that a somewhat greater width of right-of-way will have to be purchased, the plan will provide the best solution. With a bench between the two types of rock, it will be possible to blast the shale by pre-splitting or slash-blasting to a relatively smooth face which will minimize weathering and provide a base which will not undermine the overlying basalt. The added width of the cut will also allow more sunshine to reach the roadway and help in what will undoubtedly be a difficult problem of snow removal.

INTERSTATE ROUTE 78

As a result of repeated pleas from the City of Newark for reconsideration of the realignment of Interstate Route 78, it was determined to make one additional study of the municipality's various proposals, some of which would impinge very seriously upon the future development of Newark Airport and neighboring communities. It was anticipated that a final report from the engineers would be available early in the fall. In the meantime, in order to refresh previously acquired first-hand knowledge of characteristics

INTERSTATE ROUTE 78, cont'd.

of the area of Weequahic Park and the residences in the path of the alignment presently approved by the Bureau of Public Roads, the Highway Commissioner and members of his staff made another personal inspection of the Route, foot by foot. The experience confirmed the conclusions formed previously. However, the report from the engineers will be studied with care prior to final determinations.

HIGHWAY MAPS

The 1962 edition of the Department's Official Map and Guide of New Jersey with a message from Governor Richard J. Hughes, and completely revised as to text, illustrations and makeup, was issued this month and the initial order of 100,000 copies was virtually exhausted within a matter of weeks. It became necessary to order a second run of 100,000 copies of this map, again in the booklet form which makes for convenient use by motorists. The annual map issue has proven to be one of the most effective promotional devices of the State of New Jersey. This year requests were received from several Federal Government departments for several thousand copies to be sent abroad.

TERCENTENARY COMMISSION AND SEATTLE WORLD'S FAIR

In cooperation with the New Jersey Tercentenary Commission, thousands of copies of the Department's booklet, "Development of the State Highway System," were furnished to the Commission's Historymobile for distribution throughout its travels. Copies of the Department's eight-year report were taken to the Seattle World's Fair and distributed there. The Tercentenary Commission has stated that our various booklets are among their most popular items of information as far as the public is concerned. Since the new map was issued while the Historymobile was at the World's Fair, 10,000 copies were flown to Seattle for distribution.

RIGHT OF WAY

A tabulation recently prepared by the Division of Right of Way, Acquisitions and Titles for the calendar year 1961 shows that 1,747 cases involving 2,191 parcels with a total cost of \$24,885,792 were settled during the year and 292 cases involving 360 parcels with an estimated value of \$6,391,195 were authorized for condemnation. This makes a total of 2,039 cases involving 2,551 parcels with a value of \$31,276,987. These figures are particularly interesting when compared with calendar 1952 -- a decade ago -- when the value of cases settled and authorized for condemnation was \$7,598,110. The 10-year period has seen an increase of approximately 300 per cent.

FOREIGN ENGINEERS

Mr. R. M. Suparmo Bartowidjojo of the Division of Public Works, Indonesia, spent some time evaluating and inspecting the Department's laboratory testing equipment. The laboratory received 3,780 samples for testing during the month, an increase of more than 31 per cent over the July, 1961 record.

MISCELLANEOUS CONSTRUCTION

During 1961-62 the Division of Maintenance and Operations completed 42 projects at various New Jersey State facilities. These ranged from painting white lines for the Bound Brook Armory at a cost of \$58.53, to construction of a parking area for Rutgers University at a cost of \$35,145. Miscellaneous construction, including projects at various institutions, amounted to \$134,000 in July at the same time, routine surface rehabilitation with the value of more than \$115,000 was completed.

TRAVEL INFORMATION REPORTS

During the early part of August the Department re-instituted a previously discontinued public service in the form of a weekly news release to advise motorists of where, during the succeeding week, on the highway system they might expect interference with the normal flow of traffic due to Departmental operations.

TRAVEL INFORMATION REPORTS, cont'd.

The news release system of forewarnings is in replacement of a monthly "Traffic Information Report" map that for a period of about three years had been mailed directly to nearly 1,000 individuals and organizations which had, at one time or another, expressed a desire to receive such information. The map, by a code system of designations, indicates areas along the highway system where construction projects are under way. Upon investigation two years ago of the actual interest in its receipt, it was found that only a few of the regular monthly recipients were sufficiently interested. Less than 100 wanted it continued.

The new system utilizes the public press to publicize written descriptions that they feel would be of interest to their readers. The written descriptions embrace not only active construction projects but also cover operations which may be under way or contemplated by our maintenance forces and spell out in much greater detail the effect upon the traveling public. The report, because of its weekly publication instead of monthly, is proving much more timely and useable.

For the immediate future our distribution contemplates distribution to the Daily and Weekly newspapers and motor clubs such as the AAA. As other organizations or individuals request copies on a regular basis they will be closely screened in order to keep distribution at a reasonable figure.

CONSTRUCTION HIGHLIGHTS

INTERSTATE ROUTE 287 - Construction of this belt highway encircling New Jersey's northeast metropolitan area was advanced substantially by the receipt of bids on three contracts located north of Route 22.

One project extends from Route 22 to Garretson Road, the second takes care of construction just south of the future Route 287 - 78 interchange in Bedminster Township, and the third project calls for partial construction of the interchange.

In conjunction with two other contracts now under way, these projects will advance Interstate Route 287 about 7.5 miles farther north.

INTERSTATE ROUTE 78 - Opening of the westbound roadway in the five-mile section between Bloomsbury and Pattenburg Road in Hunterdon County early in August completed the by-pass around Jugtown Mountain, and afforded considerable relief to Route 22 in this area.

INTERSTATE ROUTE 295 - Construction of this Camden Bypass portion of Route 295 was extended northward another three miles from Kresson Road to Route 73 under a new project bid on this month.

CONSTRUCTION HIGHLIGHTS, cont'd.

Connection with Route 73 will provide access to a nearby New Jersey Turnpike interchange and complete a freeway loop around the eastern limits of the Camden metropolitan area.

INTERSTATE ROUTE 80 - Work on building the west approach to the Hackensack River Bridge, now nearing completion, was started with the receipt of bids for grading a 1.4-mile section between the bridge and Polifly Road in Hackensack.

ROUTE 3 - Receipt of bids for constructing the eastern approach to the new Route 3 Hackensack River Bridge fits in an overall schedule to open the bridge late next year.

ROUTE 130 - The latest project in the Department's current series to modernize this busy highway between the Camden airport circle and Bordentown, will ease traffic congestion by dualizing Route 130 in Burlington.

ROUTE 46 - Typical of the Department's continuing efforts to relieve congestion on major highways was receipt of bids on the small project to provide jughandle facilities at the busy Phillips Avenue intersection.

ROUTE 33 - Completion of the modernization project between Collingwood Circle and the Garden State Parkway early in August has facilitated the flow of traffic to the Asbury Park Seashore area.

MEETINGS

In addition to routine conferences the following meetings were held during the past month:

July 12 - A meeting was conducted with local representatives of the Federal Bureau of Public Roads to discuss highway construction programs.

July 13 - Representatives of the Pennsylvania Railroad met with the Commissioner to discuss the Hudson County public market.

July 31 - Problems confronting the Atlantic City Expressway were discussed with Senator Farley of Atlantic County in Governor Hughes' office.

Aug. 1 - Meeting of the Governor's Committee on Economy and Efficiency in Government.

Meeting in the Governor's office with Mr. Kelly of the Red Bank Register to discuss the Garden State Parkway plans for a new interchange in Monmouth County.

MEETINGS, cont'd.

Aug. 2 - The Highway Department's 1962-63 construction program was announced by Governor Hughes at a meeting in his office.

Mayor Bercik of Elizabeth, and representatives of the Turnpike and New York Port Authority met with the Commissioner to discuss traffic conditions in the area of the new Narrows Bridge.

Aug. 3 - The Commissioner met with Mr. Donald Sterner and other Monmouth County Freeholders to discuss the Parkway interchange in Monmouth County. Later a meeting was held with the Garden State staff.

The problems confronting the Hudson County Public Market were discussed with Mr. Gangemi.

Aug. 6 - The Commissioner discussed various Department activities with Federal officials in Washington.

Aug. 7 - Problems of the Atlantic City Expressway were discussed with Chairman Kirkman and his associates.

Aug. 8 - The transportation problems of the Camden metropolitan area were discussed with Senator Cowgill.

Aug. 10 - A conference was held with consulting engineers to discuss the Delaware River Port Authority's plans for the Philadelphia-Kirkwood transit line.

BIDS RECEIVED

| | | |
|-----------|---|----------------|
| July 19 - | Interstate Route 295 Grading, Paving and Bridges Cherry Hill and Mt. Laurel Townships Camden and Burlington Counties. <u>Public Constructors, Inc., Blackwood</u> | \$4,666,876.30 |
| July 19 - | N. J. State College at Union Grading and Paving of Parking area Union Township, Union County. <u>Val Della Pello, Union</u> | 29,481.25 |
| July 19 - | Routes U. S. 1 and 9 Morses Creek Bridge Deck Repair and Incidental Work Linden, Union County. <u>Central Construction Co., Clark</u> | 59,230.16 |
| July 19 - | Route 3 Hackensack River Bridge Grading, Paving, Resurfacing and Pedestrian Bridge. Secaucus, Hudson County. <u>C. F. Malanka, Inc., Union</u> | 1,223,613.55 |
| July 19 - | Interstate Route 287 Grading, Paving and Bridges Bedminster and Bridgewater Townships Somerset County. <u>Hess Bros., Inc., Parlin</u> | 2,961,635.73 |
| July 26 - | Interstate Route 287 Grading, Paving and Bridges Bridgewater Township, Somerset County. <u>F.A. Canuso & Sons, Inc., Philadelphia</u> | 5,740,400.57 |
| July 26 - | Interstate Route 95 Permanent signs for the Geo. Washington Bridge Fort Lee, Bergen County. <u>Planet Corporation, Lansing, Michigan</u> | 252,850.24 |
| July 26 - | Route U. S. 130 Grading, Paving and Bridge Burlington, Burlington County. <u>State Paving & Constn. Co., Philadelphia</u> | 903,198.21 |

BIDS RECEIVED, contd.

| | | |
|-----------|--|---------------------|
| July 26 - | Landis Avenue reconstruction. Upper Deerfield and Deerfield Township Cumberland County. <u>Rudolph Meckel and Sons, Vineland</u> | \$87,987.48 |
| Aug. 2 - | Interstate Route 80 Grading, Paving and Bridge S. Hackensack, Hackensack & Teterboro Bergen County. <u>Brookfield Construction Co., New York City.</u> | 5,071,070.86 |
| Aug. 7 - | State College - Trenton Parking lots. <u>Kingston Bituminous Products Co., Kingston</u> | 49,104.00 |
| Aug. 7 - | Route U. S. 46 Widening, Resurfacing, Jughandle S. Hackensack Township and Little Ferry Bergen County. <u>Sappah Construction Co., Montvale</u> | 79,975.15 |
| Aug. 9 - | Interstate Route 287 Grading, Paving and Bridges Bedminster Township, Somerset County. <u>Franklin Contracting Co., Little Falls</u> | <u>4,228,587.44</u> |
| | <u>Total Bids Received</u> | \$25,354,010.94 |

CONTRACTS AWARDED

| | | | |
|---------|---|--|---------------|
| July 12 | - | Route U.S. 1 & 9 Pulaski Skyway Pier Repairs Essex and Hudson Counties. <u>Schiavone Construction Co., Secaucus</u> | \$ 168,610.50 |
| July 13 | - | Route 38 Intersection Revisions Cherry Hill Township, Camden County. <u>Bancheri Construction Co., Hammonton</u> | 78,680.80 |
| July 13 | - | Route U.S. 9 - Dualization Freehold Township, Monmouth County. <u>Michael J. Stavola, Inc., Red Bank</u> | 833,474.12 |
| July 18 | - | Interstate Route 287 Grading, Paving and Bridges Bridgewater Township, Somerset County. <u>Geo. M. Brewster & Son, Bogota</u> | 3,349,804.19 |
| July 27 | - | N.J. State College at Union Grading and Paving Parking Area Union Township, Union County. <u>Val Della Pello, Union</u> | 29,481.25 |
| Aug. 2 | - | Interstate Route 287 Grading, Paving and Bridges Bedminster and Bridgewater Townships Somerset County. <u>Hess Bros., Inc., Parlin</u> | 2,961,635.73 |
| Aug. 3 | - | Route 3 Grading, Paving, Resurfacing & Pedestrian Bridge. Secaucus, Hudson County. <u>C.F. Malanka, Inc., Union</u> | 1,223,613.55 |

CONTRACTS AWARDED, contd.

| | |
|--|------------------|
| Aug. 3 - Interstate Route 295 Grading, Paving and Bridges Mt. Laurel and Cherry Hill Townships Camden and Burlington Counties. <u>Public Constructors, Inc., Blackwood</u> | \$ 4,666,876.30 |
| Aug. 7 - Landis Avenue Reconstruction Upper Deerfield & Deerfield Township Cumberland County. <u>Rudolph Meckel & Sons, Vineland</u> | <u>87,987.48</u> |
| <u>Total Contracts Awarded</u> - | \$ 13,400,163.92 |

BIDS TO BE RECEIVED

- Aug. 7 - N. J. State College at Trenton
Grading and Paving Access Road and
Parking Areas
Ewing Township, Mercer County.
- Aug. 7 - Route U. S. 46
Widening, Resurfacing, Jughandle
S. Hackensack Township and Little Ferry
Bergen County.
- Aug. 16 - Route U.S. 1 & 9 - Re-Adv.
Morses Creek Bridge
Linden, Union County.
- Aug. 23 - Route 4
Hackensack River Bridge Deck Repair and
Incidental Work
Hackensack, Township of Teaneck
Bergen County.

U.S. BUREAU OF PUBLIC ROADS
Office of Division Engineer
1305 Parkside Avenue
Trenton, New Jersey

RELEASE IMMEDIATELY
August 1, 1962

The New Jersey Highway Department and the U.S. Bureau of Public Roads completed several weeks of intensive joint efforts culminating in revised billing and auditing procedures under Public Roads' "Concurrent Audit Plan". These procedures are expected to accelerate reimbursement of the Federal share of cost generated by the Highway Department's annual \$100 million construction program. The plan was effective July 1, 1962.

Mr. Dwight R. G. Palmer, State Highway Commissioner, personally initiated this financial management improvement program in the State Highway Department. Under this program, changes and improvements were made in the Department's system of accounts which will permit prompt and current billing of Federal pro rata of cost generated under the New Jersey Highway program. The Bureau, in turn, is now able to audit on a functional rather than a claim basis with greater reliance being placed on the State's practices, procedures and internal control.

The New Jersey State Highway Department met the primary requisites for acceptance of the plan in record time. The entire system was installed by the Highway Department, with acceptance by the U.S. Bureau of Public Roads, all within a period of six weeks.

Mr. Dwight R. G. Palmer, New Jersey State Highway Commissioner, and Mr. H. P. Beschenbossel, Division Engineer, U.S. Bureau of Public Roads, signed a memorandum of understanding as to the procedures to be followed, and the conditions under which costs will be accepted for immediate reimbursement.

(more)

New Jersey thus became the first in the nine-state Northeast Region One area of the U.S. Bureau of Public Roads and fourth in the entire country to effect a full implementation of the Concurrent Audit Plan.

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MEMORANDUM OF UNDERSTANDING

NEW JERSEY DEPARTMENT OF HIGHWAYS AND U. S. BUREAU OF PUBLIC ROADS

AS TO CONCURRENT AUDIT AND BILLING

In recognition of the undertaking by the New Jersey Department of Highways to assure effective management and engineering, control of costs, including an integrated system of accounting on the basis of which claims for reimbursement of all eligible costs incurred under approved Federal-aid projects will be made each month from figures established in the State's accounting records as Federal-aid receivables:

1. The State agrees to,
 - (a) review its established procedures of operation and control to assure itself of the reliability of amounts reported as Federal funds earned in its claims against the Bureau of Public Roads,
 - (b) give consideration with a view to reaching agreement with the division engineer on such revisions or additions to its existing procedures as may be indicated through the audit process and subsequent recommendation of the division engineer and,
 - (c) submit monthly billings on a current basis in the manner prescribed.
2. The Bureau agrees to,
 - (a) conduct a continuous audit of operations and controls, with adequate manpower to keep current with workload,
 - (b) advise the State promptly of matters requiring attention and,
 - (c) pay monthly bills of the State promptly subject to audit.

The following statements represent our understanding of the circumstances, and of certain procedures which have been discussed and agreed upon, in connection with the implementation of this plan:

1. Identification of Costs by Periods:

Requests for Federal reimbursement of costs will identify such costs by the periods in which recorded on the State's records as follows:

(a) The cut-off date has been established as July 1, 1962. Charges earned and unbilled prior to this date that have been entered into State's records as receivables as of this date will be billed under the old billing format, and be audited under present audit standards.

(b) Charges entered into the State's records subsequent to July 1, 1962, will be billed under the new billing format and audited under the concurrent audit plan.

(c) It is agreed that the first billing will be examined by Bureau and State personnel to ascertain its sufficiency and completeness under this new concept. Any necessary modifications as a result of this examination in the methods, procedures, or format will be promptly undertaken.

2. Federal Aid Billing:

This billing is to be made each month from figures established in the State's accounting records as Federal-aid receivables. The information to be shown on this billing is as follows:

Date
Stage
Appropriation No.
Voucher No.
Federal Aid Project No.
Route
Section
Description Code
Parcel No.
Federal Aid Share
State Share
Total Costs

(a) Vouchering: For vouchering purposes, projects are to be classified by two categories; (1) currently financed, and (2) deferred payment projects, such as "E" projects.

- (1) Currently Financed Projects Other Than Secondary:
One consolidated progress billing, submitted on Form PR-20 certified in the amount claimed. The handling of Secondary Road Plan projects will be considered later.

- (2) Final Projects: Separate voucher PR-20 as appropriate for each project on which a final claim is made. See item 7a for reclaims.
- (3) Deferred Payment: All costs will be withheld for reimbursement until such time as the conditions of approval and availability of funds are met.

(b) Monthly Payment of Claims: Vouchers submitted to the Bureau of Public Roads for costs considered reimbursable will be certified for payment as promptly as is feasible, with payment being made prior to audit.

(c) Payment of Charges Prior to Cut-Off: Consolidated billings will be made in the normal monthly manner until such charges prior to cut-off are completely billed. It is currently anticipated that these billings should be discontinued as soon as possible.

3. Stages shown on the Federal-Aid Billing:

Note: Item C is the only immediately reimbursable cost.

- a. Stage 1 Projects.
- b. Stage 2 Projects, agreement not yet executed.
- c. Stage 2 Projects, under agreement.
- d. Deferred Payment, "E" Projects.

4. Documentary Support of Vouchers:

There will be no change in the documentary support other than is presently required, except that the data shown on the Right-of-Way Certificate may be prepared with the following information as a minimum:

- a. Parcel Number.
- b. Cost of Parcel.
- c. Credit by Parcel.
- d. Claim by Parcel.
- e. Incidental Expense on a Project Basis.

5. Accounting Control of Consolidated Billings:

a. Following, but not limited to, are the prime accounting controls to be exercised:

(1) List of all current charges under agreement and not under agreement must equal amounts journalized into accounts (Reimbursements Receivable - Federal Government) and (Federal Reimbursements Earned - Unbilled).

(2) The total claim on the billing must equal the amount journalized as Reimbursements Receivable - Federal Government.

6. Nature and Scheduling of Audits to be Performed:

The concurrent audit will consist of a comprehensive review of all functions involved in the generation of Federal-aid Costs. Sampling techniques and a testing of management controls and analyses of related records will be utilized. The work will be performed on a cycle basis in an expeditious manner. Final claim will be handled on an individual basis.

7. Costs not Eligible for Federal Participations:

Costs determined to be non-reimbursable, as a result of Bureau audit and administrative consideration thereof, will be treated as follows:

(a) If the State disagrees with the exception, the amount will appear as a separate reclaim voucher which will be submitted for consideration by the Division Engineer.

(b) Where there is agreement that certain costs are actually ineligible, such costs will be promptly reflected as non-participating costs on the State's records.

(c) It is agreed that (1) where the results of audit reported to the division engineer disclose no significant basis for dollar exception or otherwise show only minor or immaterial variations for established controls, the Bureau of Public Roads ordinarily will make a determination that the costs have been reasonably reported and incurred under adequate management controls and approve the State's claim accordingly; (2) where the audit findings

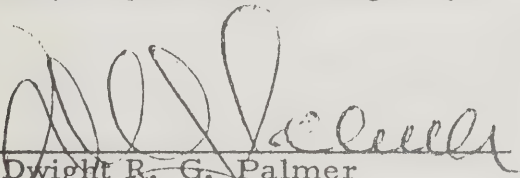
disclose a basis for dollar exception or material variations from established controls, the Bureau will proceed under one of two courses of action, namely, (a) where the volume of transactions involved in the major area of the State's operation under question is such that Public Roads reasonably may extend its audit to a comprehensive examination of supporting data, such action will be taken, or (b) where the volume of transactions involved in the area in question is so great as to preclude comprehensive analysis by Public Roads as a practical matter, all costs reported in the State's claim for this major area will be rejected and the State shall assume the responsibility for revising the claim and resubmission thereof when properly supported. Such action by the State is understood to be a condition to further consideration by the Bureau of the costs in question.

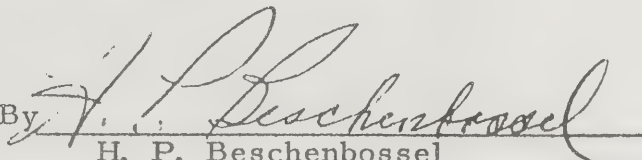
The foregoing statements cover the major points on which a common understanding between our offices has been reached. It is agreed that detailed day to day procedural problems will be mutually resolved at the operating level of the State and Bureau.

This agreement executed July 13th, 1962, at Trenton, New Jersey.

New Jersey Department of Highways

Bureau of Public Roads
New Jersey Division Office

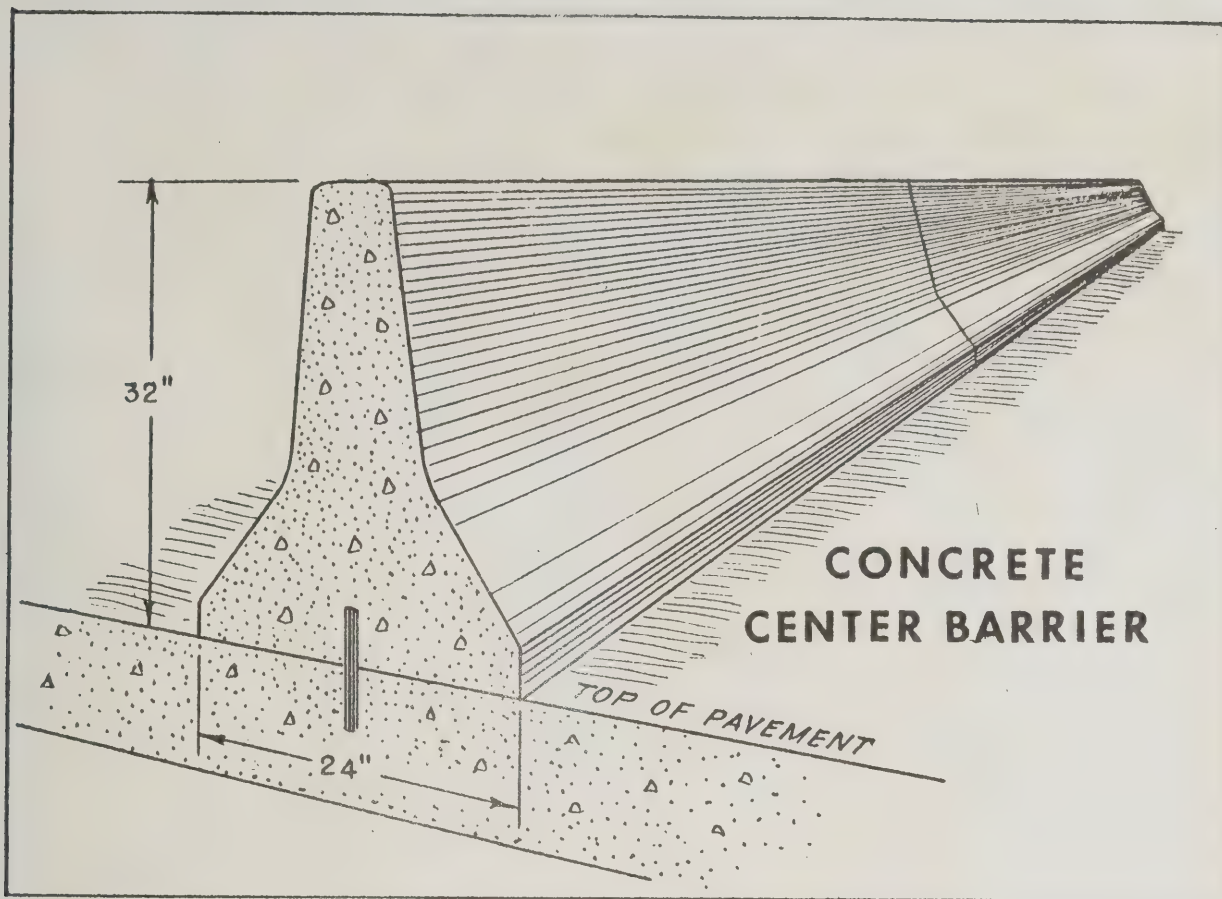
By 
Dwight R. G. Palmer
Commissioner

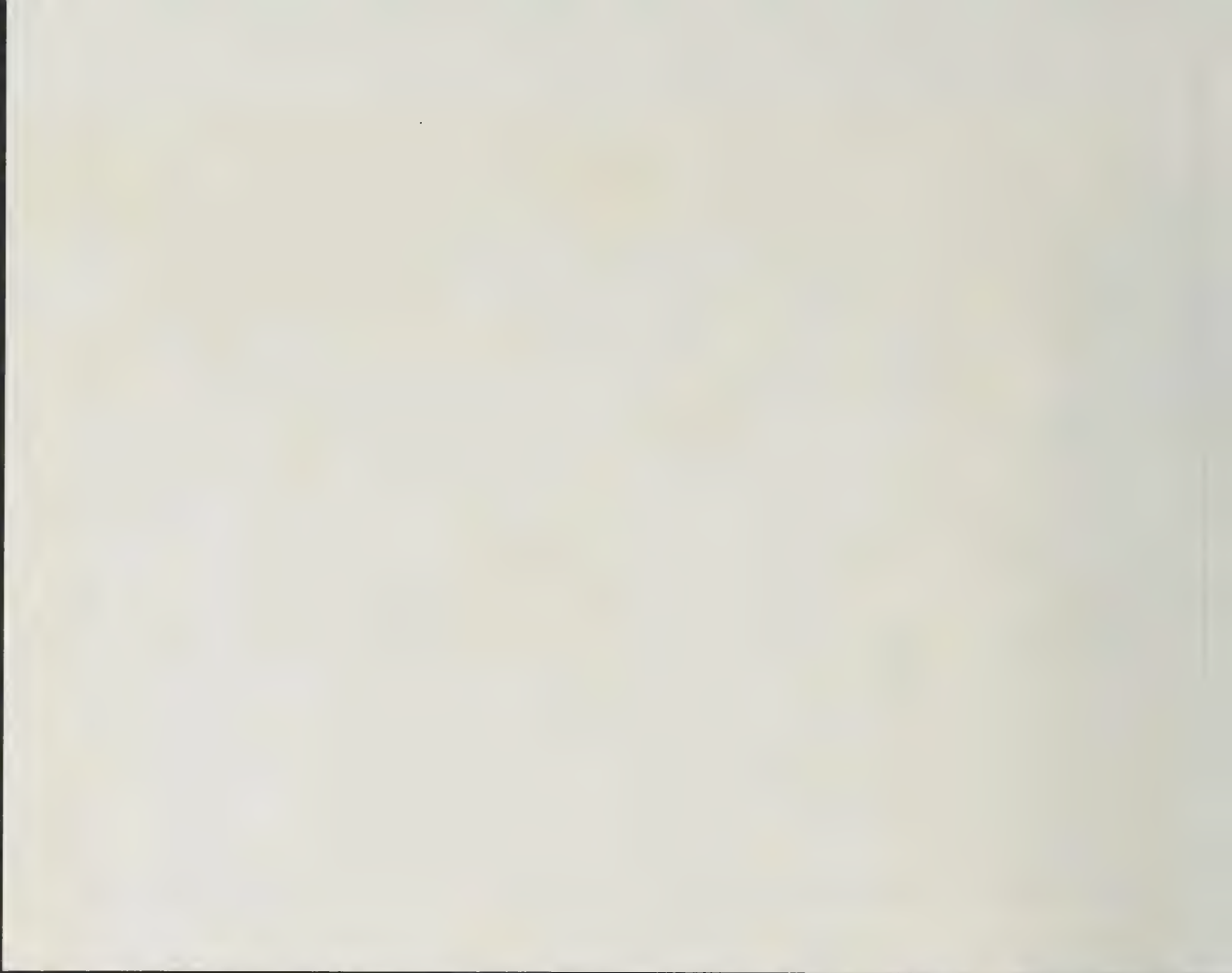
By 
H. P. Beschenbossel
Division Engineer



Governor Richard J. Hughes formally executes Memorandum of Understanding with U. S. Bureau of Public Roads for new Concurrent Audit Procedure. Seated with the Governor are: Mr. James C. Allen and Mr. H. P. Beschenbossel. Standing are: Commissioner Dwight R. G. Palmer, Mr. Charles E. Fincher and Mr. Ray S. Marcey.







BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1962

TRAFFIC SAFETY
CENTER BARRIERS

Trenton, Aug. 13 - Commissioner Dwight R. G. Palmer today announced the results of a special study by the New Jersey Highway Department's Bureau of Planning and Traffic showing center barriers save lives through "a tremendous drop in head-on accidents."

The study resulted in a positive recommendation for construction of a median on Route 36 in Monmouth County, where the Department is undertaking dualization of the highway in order to better serve traffic to Sandy Hook State Park and the seashore area.

The Commissioner noted that traffic safety experts have long recognized that the safest design for modern, multi-lane highways calls for the opposing lanes of traffic to be completely separated by very wide median strips. For example, figures compiled by the Bureau of Planning and Traffic show that on New Jersey's four-lane undivided highways, 1.41 times as many accidents, 1.45 times as many injuries and 1.64 times as many fatalities occur as on the State's divided highways.

Wherever possible, broad center islands are incorporated in the design of all new highways, the Commissioner added. Where right-of-way widths must be restricted, the median divider or center barrier developed by the Highway Department provides a positive defense against head-on collisions.

(more)

1962
TRAFFIC SAFETY
CENTER BARRIERS

Nowhere is the center barrier more valuable than in modernization of the State's older, overcrowded highways. Commissioner Palmer said the center barriers have been installed at various locations along more than 118 miles of state highways and the special study at several locations produced these results:

Route 4 in Teaneck -- there were 16 head-on accidents resulting in 28 injuries and 2 fatalities in the one-and-a-half year period from July 1954 through December 1955, when a center barrier was completed. There were only 8 head-on collisions resulting in only 3 injuries and 1 death in the four year period from 1957 through 1961. This is only half as many accidents in more than twice the time.

Route 4 in Englewood -- there were 25 head-on accidents resulting in 37 injuries and 5 fatalities in the three year period from 1952 through 1954, when a center barrier was completed. There were only 6 head-on collisions resulting in only 5 injuries and 1 death in the seven year period from 1955 through 1961. This is only a fourth as many accidents in more than twice the time.

Pulaski Skyway (Routes U.S. 1 & 9) -- there were 367 accidents of all kinds resulting in 271 injuries and 8 fatalities during 1955 and 1956. There were only 172 accidents involving 106 injuries and no deaths in 1957 and 1958, after a center barrier was installed. This is less ~~than~~ half as many accidents with all deaths eliminated.

(more)

1962
TRAFFIC SAFETY
CENTER BARRIERS

The Bureau of Planning and Traffic commented in its report, "these studies indicated that to reduce accidents and cut fatalities, it is desirable that all four-lane roadways have a center island of some type. Where right-of-way width is restricted, the island should take the form of a barrier curb to reduce head-on collisions."

Route U.S. 22 -- A study of 1,274 reported accidents over a five year period, 18 months before and 42 months after installation of a center barrier, showed injuries caused by vehicles running into the center area of the highway dropped 75 per cent.

Barriers have been installed on many other highways but have not been in place long enough to permit satisfactory statistical comparisons. However, the appreciation of motorists and civic groups is evident in the many requests for installation of the safety devices on multi-lane highways which are still without them.

A factor which must be considered in all comparisons of traffic accidents is the steadily mounting volume of travel. For this reason, the study included accidents on two comparable highways after a center barrier was installed on one of them. During four years, total accidents on the highway without a center barrier increased 30 per cent while accidents on the highway which had a barrier increased only 8 per cent.

The first concrete center barriers installed by the New Jersey Highway Department were 18 inches high. On the basis of experience, the design has been modified to a height of 32 inches and this design is under continuous study looking toward further improvement.
(more)

1962
TRAFFIC SAFETY
CENTER BARRIERS

The special study also covered the results of closing off openings in narrow center islands. On Route 4, in the two years before center island openings were closed in Paramus, there were 471 accidents of which 120 definitely involved left turns. In the year after the openings were closed, there were only 75 accidents of which only 8 definitely involved left turns.

The Bureau of Planning and Traffic, in reference to the situation on Route 36 in Raritan Township, Union Beach and Middletown Township, noted there were 37 head-on accidents killing 2 persons and injuring 55 during 1961.

The Bureau's report said, "considering all the pertinent data above, it would be our recommendation that a center island be constructed on Route 36 and that this center island not have any openings other than at the jug handles (turns)."

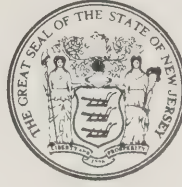
The dualization of Route 36, involving modernization of a highway which is well developed along the edges of the right-of-way, precludes construction of a center island broad enough to ensure safety without excessive damage to private property. For this reason, a median divider design has been prepared. It is supported by the New Jersey State Safety Council, Raritan Township and a number of individuals who use the route.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432



RELEASE SUNDAY-Aug. 12.

1962
PAINT RESEARCH

Trenton, August 12 - The New Jersey State Highway Department has in recent years increased emphasis on its research activities and today announced it has undertaken a research project in cooperation with the American Society for Testing Materials, a national society, to test use of a new piece of equipment designed to measure night visibility of traffic line paint.

A spokesman for the Department said New Jersey was one of five states requested by the Society to test the new machine in the Fall of 1962.

One of the many steps taken by the Highway Department to improve traffic safety in recent years has been the painting of the outer edges of all State highways. Specifications for the paint used in this and other pavement markings have also been constantly upgraded. These markings have proven to be of great value during periods of poor visibility due to fog and rain.

About forty years ago when traffic paint use was still in its infancy, night visibility such as it was, was achieved through the use of a material called pumice, which when stirred into the finished paint added a rough surface to the paint film. This rough surface was intended to catch light from headlights of a car and reflect the light back to the driver, thus providing night visibility. In that period, New Jersey's traffic paint specifications required a night visibility of seven foot-candles.

The first distinct improvement in night visibility came with the introduction of glass beads or spheres in traffic paint. These glass spheres were sprayed on the wet binder paint and thus cemented in the traffic line as the paint dried.

(more)

1962
PAINT RESEARCH

These glass spheres then caught the headlights of cars at night and seemed to light up by reflecting the light back to the motorist. Readings of night visibility in the first beads used were as high as 40 foot-candles for a freshly applied line.

Research on these glass beads revealed the interesting fact that only the perfect spheres reflected the light, while non-spheres or slugs as they were called diffused the light and were worthless. At first, glassbead manufacturers supplied beads having only 55% perfect spheres. Now the specification calls for a minimum of 70% perfect spheres and fresh lines of traffic paint give readings of 55 foot-candles. To obtain a dispersion of beads throughout the traffic paint, the specification calls for various graduations of the glass spheres. As noted before, both the binder paint and the glass spheres are sprayed on the highway by the same machine, the beads being sprayed on the wet binder as it is applied on the highway.

It is due to this vast improvement in the night visibility of traffic paint that the Minnesota Mining and Manufacturing Company has attempted to perfect a measuring instrument to measure the night visibility from an improved technical aspect of this problem. Recent reflective materials of improved efficiency are more affected by geometric variations and their evaluation requires instrumentation that precisely duplicates the actual viewing situation.

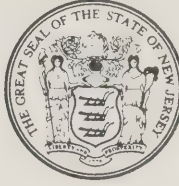
As can be seen, there is much more to the building of highways than the mere laying of concrete or black-top.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1962

TRAFFIC CONDITIONS REPORT
AUGUST 11 - 17

Trenton, Aug. 9 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause traffic interference to motorists during the week August 11 - August 17.

Atlantic and Gloucester

Route 322, Monroe Twp., Folsom Boro -- Some interference with traffic during construction of shoulders. All obstructions removed at the close of the work day. Condition to last for four weeks.

Bergen

Route 80, Teaneck, Ridgely Park -- Detours at Teaneck Road and Queen Anne Road. Condition will continue for six to nine months.

Route 80, Lodi -- Some intermittent interference with traffic resulting from hauling across Route 17. This condition is expected to continue for another two months. No delays, no detours.

Route 80, East Paterson -- Eastbound and westbound traffic confined to eastbound lanes while bridge construction progresses.

Route 95, Fort Lee -- Cutting off Edgewood Road until bridge is built over Route 95. Condition will continue to December 1962.

Route 95, Teaneck -- Detours at Fort Lee Road and Glenwood Avenue.

(more)

1962TRAFFIC CONDITIONS REPORT
August 11 - 17

Route 95, Fort Lee -- Traffic from Route 9W to Route 46 west is now using Fletcher Avenue and Main Street, Fort Lee. The detour will remain for several weeks.

Burlington

Route 130-206 Bordentown -- Southbound Route 130 is diverted, with a cross-over converging with southbound Route 206. Traffic is confined to one lane each way separated by barricades for a distance of six-hundred feet. The condition will continue for two to three weeks during paving operations.

Burlington-Camden

Route 130, Burlington, Edgewater Park, Delanco, Delran, Levittown, Pennsauken -- Intermittent one-lane north and one lane south traffic between Burlington City and Cinnaminson. Two lanes all the way through on Sunday. The condition will remain until the fall. There are no detours.

Camden

Route 295, Barrington, Lawnside, Tavistock, Twp. of Delaware -- Detours around bridge construction at Warwick Road, Haddonfield-Berlin Road, Kresson Road.

Essex

Route 46, Caldwell Township -- Single lane traffic on Route 46 eastbound and westbound during working hours. Condition to continue from August 11 through August 17.

(more)

1962
TRAFFIC CONDITIONS REPORT
August 11 - 17

Hunterdon

Route 78, Boro. of Bloomsbury, Bethlehem and Union Townships -- Route 22 westbound traffic approaching Pattenburg interchange will be directed around the construction area. No delays. Condition to last for seven weeks.

Middlesex

Route 287, Boro of Metuchen, Township of Edison -- Diversion of traffic around construction at Main Street and at Route 1 until Route 287 bridge is completed.

Westbound Route 27 traffic squeezed to one lane for two weeks starting August 6.

Detour at Whitman Avenue will be in effect for three months.

Route 287, South Plainfield, Edison Townsip -- Diversion at Durham Avenue as well as New Durham Avenue will last for one month.

Passaic

Route 80, Paterson -- Southbound Route 20 south of Maryland Avenue has been temporarily widened to accommodate both northbound and southbound traffic during Route 20 relocation.

On or about August 16, Lakeview Avenue northbound traffic will turn left on Maryland Avenue, then right to temporary road, then right on Alabama Avenue back to Lakeview Avenue; the reverse will be the path of southbound traffic on Lakeview Avenue.

(more)

1. The first part of the paper discusses the importance of the study.

The second part of the paper discusses the methodology used in the study. The third part of the paper discusses the results of the study. The fourth part of the paper discusses the conclusions of the study.

The fifth part of the paper discusses the implications of the study. The sixth part of the paper discusses the limitations of the study. The seventh part of the paper discusses the future research.

The eighth part of the paper discusses the acknowledgments.

The ninth part of the paper discusses the references.

The tenth part of the paper discusses the appendices.

The eleventh part of the paper discusses the index.

The twelfth part of the paper discusses the glossary.

1962
TRAFFIC CONDITIONS REPORT
August 11 - 17

Atlantic

Route 322, Weymouth and McKee City -- Utility company is installing gas line. Slight occasional delays.

Burlington

Route 130, Burlington, Palmyra -- Utility company installing pipe line between Burlington and Palmyra. Occasional delay caused by traffic squeeze to one lane during the day.

Essex

Route 22 Viaduct, Newark -- Pavement Repairs including removal and replacement of deteriorated pavement.

Mercer

Route 33, Hightstown -- Pavement repairs in the vicinity of the New Jersey Turnpike interchange. No traffic interference at night or on week-ends.

Route 69, Ewingville -- Pipe line installation. Traffic occasionally squeezed to one lane during the day.

Morris

Routes 24 and 202, Morristown -- Resurfacing operations will cause slight delay to local traffic.

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1. The first part of the paper discusses the importance of the study and the objectives of the research.

2. The second part of the paper describes the methodology used in the study and the data collection process.

3. The third part of the paper presents the results of the study and discusses the findings in detail.

4. The fourth part of the paper concludes the study and provides recommendations for future research.

5. The fifth part of the paper discusses the limitations of the study and the scope of the research.

6. The sixth part of the paper discusses the implications of the study and the potential applications of the findings.

7. The seventh part of the paper discusses the conclusions of the study and the overall findings.

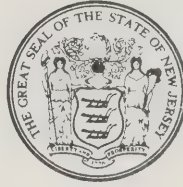
8. The eighth part of the paper discusses the acknowledgments and the contributions of the researchers.

9. The ninth part of the paper discusses the references and the sources used in the study.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1962

INTERSTATE ROUTE 287 - BIDS
Bedminster Township
Somerset County

Trenton, Aug. 9 - The Franklin Contracting Company, of Little Falls, today submitted the apparent low bid of \$4,228,587.44 on a New Jersey State Highway Department project for construction of the Interstate Routes 287 and 78 interchange in Bedminster Township, Somerset County.

Other bidders for the job were: S.J. Groves & Sons, Woodbridge, \$4,392,986.38; P. T. & L. Construction Co., Inc., Paramus, and Glenwal Company, Inc., Montvale, \$4,366,770.74; Poirier & McLane, New York, \$4,271,783.45; Johnson, Drake & Piper, New York, \$4,374,033.68; Conduit and Foundation Corp., Phila., \$4,348,456.55; George M. Brewster & Son, Inc., Bogota, \$4,261,456.65.

Due to the closeness of the lowest bids, the Department must run a complete mathematical check before announcing the verified low bidder. Further review by other officials must be made before the award can be made to any of the bidders.

The work area, about three-quarters of a mile long, is roughly centered in the 1.5-mile section between Chambers Brook and the Route 202-206 north crossing near the Raritan River.

Construction plans for the new interchange in Bedminster show ramps connecting the two highways will be constructed for all conventional interchanging movements. Ten bridges are required to avoid at-grade intersections.

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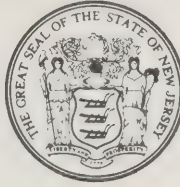
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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE TUESDAY P.M.'s

1962

ROUTE 4 - ADV.

Hackensack River Bridge

Hackensack-Teaneck

Bergen County

Trenton, Aug. 7 - The New Jersey State Highway Department has called for bids August 23 on a project for reconditioning the deck of the Route 4 Hackensack River Bridge in Bergen County.

A Highway engineer said repairs are needed to keep the bridge surface in a sound condition. He emphasized that the bridge is entirely safe and the reconditioning is being done years before the bridge could even begin to approach a dangerous condition.

He attributed the surface condition to the heavy traffic the 31-year old structure now carries -- around 60,000 vehicles during an average day, with nearly ten per cent of the total being trucks.

Repairs will be made by stripping the three-inch layer of bituminous concrete off the deck, then removing the top two inches of reinforced concrete from the eight-inch thick deck. Test borings showed the lower six inches are sound and sturdy.

The job will be completed by placing a new reinforced concrete surface six inches thick on the stripped deck, setting each sidewalk curb back 15 inches and placing a concrete center barrier 20 inches high along the center of the future 72.5 foot wide deck.

(more)

10/11/1911

Dear Sir,
I have the honor to acknowledge the receipt of your letter of the 10th inst. in relation to the matter of the ...

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1962

ROUTE 4 - ADV.

Hackensack River Bridge

Hackensack-Teaneck

Bergen County

To keep traffic interference at a minimum, the Department has divided the bridge into three equal strips which run from one end of the 550-foot long deck to the other. Work will be done in one strip at a time, keeping the remaining two strips free to carry two lanes of traffic in each direction.

The strip along the south edge of the bridge will be done first, then the north strip, and finally the center strip.

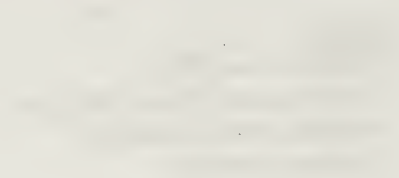
The Highway official said the contract requires both outside strips to be completed by November 30 to take advantage of pre-winter weather.

With good weather after November 30, the spokesman added, the center strip could be done in February using the allotment of 40 working days assigned to the final work.

All safety and warning devices and regulations will be supervised and periodically checked by the Department's Safety Bureau. They include posting of traffic directors, warning and directional signs, barricades, lane guides, flashers and flares.

Costs for the repairs will be paid entirely with funds allocated the Highway Department in the 1962-63 Construction program. All bids will be reviewed before the contract is awarded.

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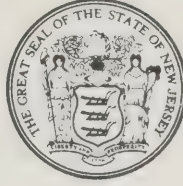
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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1962

STATE COLLEGE - BIDS
Ewing Township
Mercer County

Trenton, Aug. 7 - The New Jersey State Highway Department today received the low bid of \$49,104.00 from the Kingston Bituminous Products Co., of Kingston, for constructing three parking lots at the New Jersey State College in Ewing Township, Mercer County.

The parking yards, with a combined capacity of about 400 cars, will be constructed near the main highway, Route 69, serving the College. A new two-lane road will front the parking areas, and provide access to a college road leading to Route 69.

Funds for the project were appropriated to the State Department of Education. The project is to be completed by mid-September.

Other bidders were: Albert E. Barrett, Trenton, \$67,922.00; Meredith Paving Corp., Riverton, \$76,239.25; Pardun Contracting Co., North Brunswick, \$56,620.25; A. J. Cunningham & Sons, Trenton, \$69,899.00.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1962ROUTE 46 - BIDS
South Hackensack
Bergen County

Trenton, August 7 - The Sappah Construction Co., Inc., of Montvale today submitted the low bid of \$79,975.15 on a New Jersey State Highway Department project aimed at relieving Route 46 congestion in the vicinity of Phillips Avenue in South Hackensack, Bergen County.

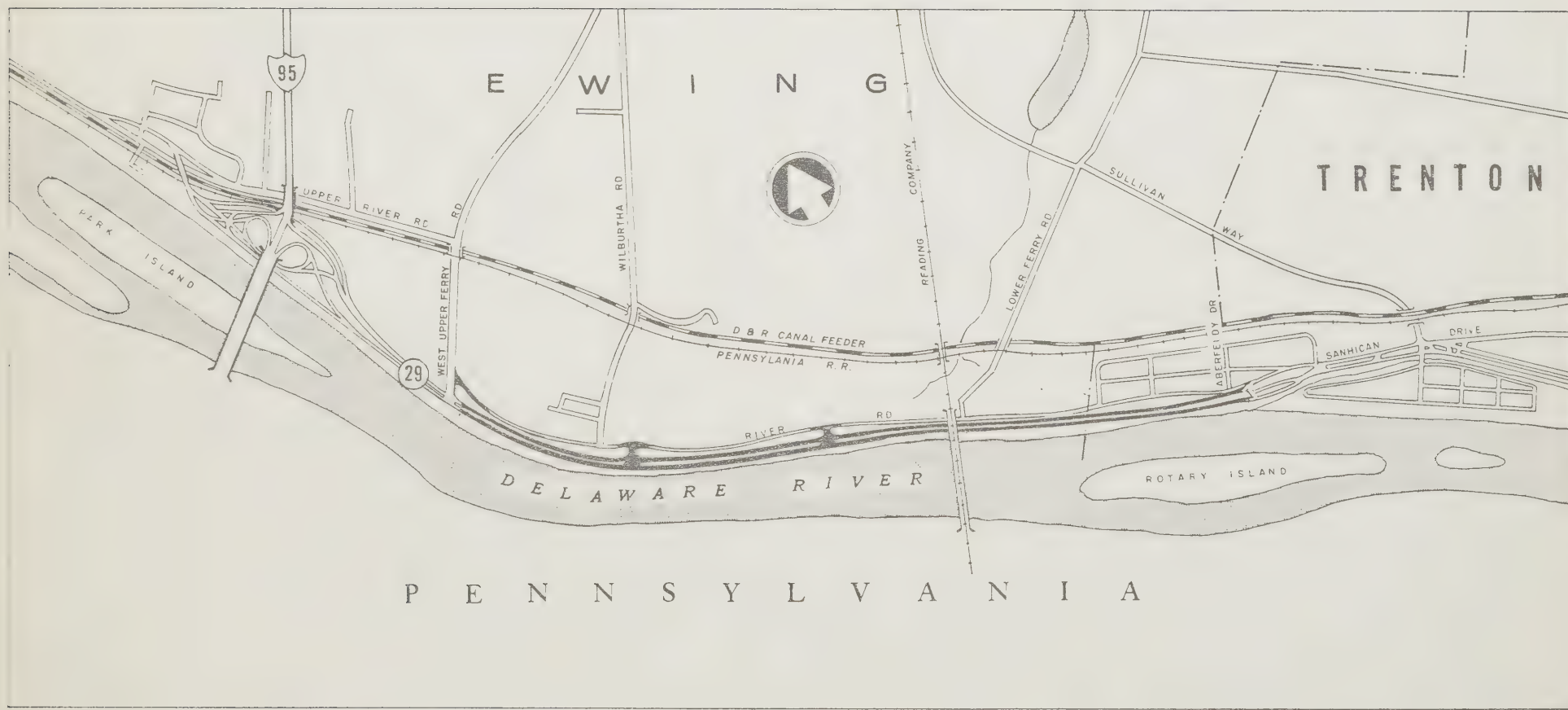
Other bidders were Samuel Braen's Sons, Hawthorne, \$95,753.95; and C. F. Malanka & Sons, Inc., Union City, \$121,648.20. All bids on the 100 per cent state financed project will be reviewed by State Highway Department engineers before the contract is awarded.

To cure congestion caused by eastbound Route 46 traffic waiting to make a left turn into Phillips Avenue, the Department proposes to create a jughandle on the south side of the main highway by slight modification of existing Main Street and Phillips Avenue.

To increase the capacity of both main arteries, the Department's plans also call for widening Route 46 about 11.5 feet on each side, and paving the future 63-foot wide highway with bituminous concrete from the Main Street fork to a point about 500 feet east of Phillips Avenue.

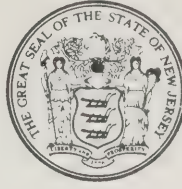
Main Street will be widened four feet on each side and resurfaced past Phillips Avenue. Length of the work area on Route 46 is 1,200 feet, and, on Main Street, 800 feet.

It is anticipated that 40 working days will be required to complete the project following its award.



NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE TUESDAY P.M.'s

1962

ROUTE 29 - Hearing
Trenton & Ewing Township
Mercer County

Trenton, Aug. 7 - The New Jersey State Highway Department today scheduled a public hearing for August 30 to explain its plans for constructing a new dual expressway for Route 29 between Aberfeldy Drive in Trenton and Upper Ferry Road in Ewing Township.

The 1.7 mile stretch is the last two-lane portion of River Road remaining between the War Memorial Building in Trenton and Scudder Falls Bridge.

A Department spokesman said the future project is part of an overall program to provide Trenton with a modern expressway system that will link the capital city with present and future major highways surrounding it - with N.J. Route 129 to the west at Scudder Falls Bridge, with the Trenton North-South Freeway and Route 1 to the north, and with Routes 206, 37 and future Route 295 to the southeast.

A public hearing was held last August on plans for extending the Route 29 Freeway from Calhoun Street in Trenton easterly to Route 206 in Hamilton Township, and building a short spur to complete a future bypass link from Route 1 to Route 206.

The hearing will begin at 2:30 p.m. in the cafeteria of the State Highway Building, 1035 Parkway Avenue, Ewing Township.

(more)

Vol. 100, Part 1, 1970
Published by the Royal Anthropological Institute of Great Britain and Ireland
London, 1970

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1962
ROUTE 29 - HEARING
Trenton and Ewing Township
Mercer County

Limits for the proposed construction have been placed just east of Aberfeldy Drive where the previously modernized section of Route 29 tapers to two lanes, and, just east of Upper Ferry Road where the narrow two-lane road joins the newly dualized section leading to the Scudder Falls Bridge interchange.

Preliminary plans show the new dual expressway would be constructed on the strip of land between the present River Road and the Delaware River. It would consist of two roadways, each 35 feet wide, and each made up of two traffic lanes bordered by a hard surfaced outer shoulder ten feet wide. The opposing roadways would be separated by a landscaped center island eight to sixteen feet wide.

The existing road would be retained as a separate local road with access to and from the new expressway in the vicinity of west Upper Ferry Road, Wilburtha Road, Lower Ferry Road, and from the future northbound roadway to Aberfeldy Drive. A short portion of the existing road would be absorbed by the new northbound roadway at Lower Ferry Road and the Reading Railroad Bridge.

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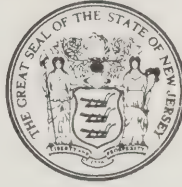
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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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IMMEDIATE RELEASE



1962

TRAFFIC CONDITIONS REPORT

Trenton, Aug. 6 - The New Jersey State Highway Department, in a desire to alert the traveling public to possible traffic delays, today issued a list of locations in the State where work resulting from the expanded highway construction program may cause interference to motorists.

ATLANTIC & GLOUCESTER

Route 322 -- Monroe Township and Borough of Folsom -- Some interference during construction of shoulders. Protection during working hours through use of signs and traffic cones. All obstructions removed at the close of the work day. Condition to last four weeks.

BERGEN

Route 80 -- Bergen-Passaic Expressway, Lodi -- Some intermittent interference with traffic resulting from hauling across Route 17. This condition is expected to continue for another two months. No long delays, no detours.

Route 95, Teaneck -- Detours at Fort Lee Road and Glenwood Avenue.

Route 95, Teaneck, Ridgefield Park -- Detour at Teaneck Road and on Queen Anne Road between Arthur and Cypress Streets. The condition will continue for from six to nine months.

Route 95, Fort Lee Edgewood Road Relocation -- Cutting off Edgewood Road until bridge is built over Route 95. Condition will continue to December 1962.

(more)

1962
TRAFFIC CONDITIONS REPORT

BERGEN

Route 80, Hackensack and Hasbrouck Heights -- Summit Avenue closed from Standish Avenue in Hackensack to Grandview Boulevard and southbound Route 17 ramps in Hasbrouck Heights. Detour from the intersection of Summit Avenue and Asset Street to Polifly Road, over Polifly to Terrace, thence back to Grandview Boulevard.

Route 95, Teaneck, Ridgely Park, Fort Lee -- Route 4 eastbound will continue to be used as well as the detour through Main Street, Fort Lee, which will be used for six weeks.

BURLINGTON - CAMDEN

Route 130 -- Burlington Edgewater Park, Delanco, Delran, Cinnaminson, Pennsauken -- Intermittent one lane north and one lane south traffic between Burlington City and Cinnaminson. Two lanes all the way through on Sunday. This condition will continue into the fall of the year. There are no detours.

Route 130, Camden. Resurfacing will cause shifting of traffic to available lanes beginning August 8. Traffic limited to one lane occasionally between Browning Road and Terrace Avenue. No detours. The condition will continue for ten days from August 8.

ESSEX

Route 46, Caldwell Township, Plymouth Street intersection -- Single lane traffic on Route 46, eastbound and westbound during working hours. Condition to continue to August 10. Detour Route 46, east - Fairfield Road - Horseneck Road - Plymouth Street.

(more)

The first thing I noticed when I stepped
out of the plane was the fresh air. It was
so different from the stale air of the city.
I took a deep breath and felt a sense of
relief. The sun was shining brightly, and
the birds were singing. It was a beautiful
day.

I walked along the beach, feeling the sand
under my feet. The water was so clear, and
the waves were so gentle. I felt like I
was in a dream. I had never felt this
peaceful before.

I had heard that the beach was beautiful,
but I didn't realize how beautiful it was.
The sand was so soft, and the water was
so warm. I felt like I was in a paradise.

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1962
TRAFFIC CONDITIONS REPORT

HUNTERDON

Route 78, Bloomsbury, Bethlehem and Union Townships -- Westbound traffic diverted to new Route 78 westbound to facilitate completion of Pattenburg Road interchange. Condition to last for two months.

MIDDLESEX

Route 18, Madison Township, East Brunswick, Old Bridge -- A center barrier at the south end of the project closes the two center lanes to traffic for construction safety. Paving activities taking place at the north end of the project; right side of the road blocked with left side having two lanes serving northbound and southbound traffic. This condition is expected to last for six weeks. There are no detours.

Route 1, New Brunswick -- Intermittent restriction from three to two lanes in each direction on U.S. 1 until December 1st during construction at Woodbridge Avenue and from Plainfield Avenue to the Raritan River Bridge. No detours.

MONMOUTH

Route 34, Wall Township and Brielle -- For from two to three weeks there will be intermittent limitation to one lane in each direction at scattered points of activity. No detours.

PASSAIC

Route 20 relocation, Passaic -- Southbound lanes of Route 20 south of Maryland Avenue have been temporarily widened to take both north and southbound traffic during grading and paving operations. This condition will continue for two months.

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1962
TRAFFIC CONDITIONS REPORT

SOMERSET

Route 22, Bridgewater and Greenbrook Townships -- Two lanes of traffic to be maintained in each direction using existing shoulders.

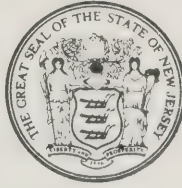
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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432



IMMEDIATE RELEASE

1962
CONCURRENT AUDIT

Trenton, August 2 - Governor Richard J. Hughes today announced that the New Jersey State Highway Department has instituted a new procedure with the U.S. Bureau of Public Roads leading to earlier receipt of Federal Aid Funds by New Jersey.

A formal memorandum of understanding between the State Highway Department and the Bureau of Public Roads was signed in the Governor's office.

Those attending the ceremony from the Bureau of Public Roads included James C. Allen, Director of Administration, Washington, D. C.; Charles E. Fincher Jr., Chief of the Finance Division, Washington, D. C.; Roy S. Marcey, Executive Officer for Region One, Delmar, N.Y.; and H. P. Beschenbossel, Division Engineer for the New Jersey Division with headquarters at Trenton. The State Highway Department was represented by Commissioner Dwight R. G. Palmer; State Highway Engineer Otto H. Fritzsche; and Federal Aid Engineer James Malloy.

Highway Commissioner Dwight R. G. Palmer explained that the Bureau of Public Roads recently established the procedure, known as "Concurrent Audit", in the hope that all State Highway Departments would eventually utilize it. The Commissioner said he was informed that New Jersey is the fourth state in the nation to adopt the new procedure completely, and the first State in Region One which includes the nine North Atlantic States.

(more)

1962
CONCURRENT AUDIT

"In order to obtain Federal Aid Highway Funds," the Commissioner said, "it is first necessary for the state to award contracts and pay contractors for the work they perform. Then the Bureau of Public Roads is billed for the costs incurred by the State and reimburses the State Highway Department."

Under the old procedure, final payment was not received from the Federal Government until it completed a final audit of the finished project which often took a considerable period of time and resulted in substantial sums being carried on the State's books as "accounts receivable" from the Federal Government.

Under the new Concurrent Audit procedure, the Bureau of Public Roads first satisfies itself as to the reliability of the Highway Department's account system and control of Federal Aid Funds and then relies largely upon them. All costs will be billed to the Federal Government monthly and reimbursement received within a week. The Bureau of Public Roads on occasion makes a functional, statistical type of audit to assure itself that the State's accounting system is operating correctly.

The New Jersey Highway Department signified its intention of going under the concurrent audit plan June 7 and completed all of the necessary accounting charts, flow charts, procedures, and a mechanized billing system by the end of June.

Mr. H. P. Beschenbossel, Division Engineer of the Bureau of Public Roads who signed the agreement on its behalf, noted that the Department was to be "commended for installing and adopting concurrent audit procedure in record time."

(more)

1962
CONCURREN T AUDIT

Under the agreement all costs entered into the State's records after July 1, 1962 will be billed to the Federal Government under the new procedure. Costs incurred before July 1, but not entered into the State's records by that time will be billed under the old procedure.

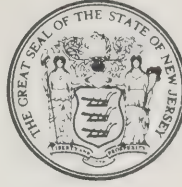
Commissioner Palmer noted that the advantages of quick settlement of financial matters between the State and the Bureau of Public Roads as quickly as possible has many advantages for current and long range planning and the speed-up in reimbursement should prove of great value to the State Treasury.

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IMMEDIATE RELEASE

1962

INTERSTATE ROUTE 80 - BIDS
Hackensack & Teterboro
Bergen County

Trenton, Aug. 2 - The New Jersey State Highway Department today announced the Brookfield Construction Company, New York City, submitted the low bid of \$5,071,070.86 on a contract for constructing another section of Interstate Route 80 in Hackensack, Teterboro and South Hackensack, Bergen County.

The new section of highway will extend from the western end of the Hackensack River Bridge project at River Street westward to Polifly Road in South Hackensack. It will be about 220 feet wide and contain, basically, eight traffic lanes divided by a concrete center barrier.

The Highway Department estimates 300 working days will be needed to complete the work. All bids will be reviewed before the contract is awarded.

Other bidders were: Samuel Braen's Sons, Hawthorne, \$5,490,039.89; Johnson, Drake & Piper, New York City, \$5,410,462.06; Franklin Contracting Co., Little Falls, \$5,499,964.26; George M. Brewster & Son, Bogota, \$5,750,672.83; Poirier & McLane, New York City, \$5,432,645.15; S. J. Groves & Sons, Woodbridge, \$6,382,494.59; The Conduit & Foundation Corp., Philadelphia, \$5,467,409.93.

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Section 58
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FOR IMMEDIATE USE



1962

DETOURS

Week Aug. 4 - 10

Trenton, Aug. 2 - The New Jersey State Highway Department today issued a list of areas in the State where maintenance and utility work will cause delays or require detours next week (August 4 - 10).

Resurfacing operations will be in progress on Route U.S. 22 between Bloomsbury and Still Valley on week-days only. One way traffic will be maintained for approximately one-half mile during day-time. To avoid, traffic may use Interstate Route 78.

A pipe line is being laid in the shoulder of Route 46, eastbound, at Mountain Lakes. There will be occasional short delays due to reduction to one lane of traffic during the day.

Repairs to the pavement of the outside lanes of the Route 22 viaduct, Newark, will continue. The work includes removal and replacement of deteriorated pavements, which has caused occasional traffic delays.

Repairs are being made to pavement on Route 33 at Hightstown in the vicinity of the New Jersey Turnpike interchange. No interference with traffic will take place at night or on weekends.

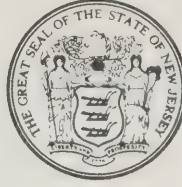
Resurfacing at the intersection of Route 130 and 168 in the vicinity of West Collingswood will take place during the week.

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IMMEDIATE RELEASE

1962
ANNUAL CONSTRUCTION PROGRAM
1962-63

Trenton, N.J., Aug. 2 - Governor Richard J. Hughes has approved a \$115,629,261 highway program for 1962-63 featuring construction of major freeways to serve New Jersey's urban areas, it was announced today.

The new program provides \$73,361,925 for work on New Jersey's portion of the National System of Interstate and Defense Highways, \$34,064,694 for work on Primary and Urban routes, and \$8,202,642 for work on projects for which Federal Aid is not available.

The line-up of projects focuses on construction of the urban portions of New Jersey's Interstate routes, in accordance with the Highway Department's overall plan for completing the Northeastern Metropolitan Area and Camden Metropolitan Area segments of the major routes in 1965-66. Rural portions of the 375.9-mile system will be much easier and quicker to construct.

The high cost of the urban portions, which forces the Department to build relatively short sections at a time, is demonstrated by the funds allocated to construction of interchanges in Newark and on the outskirts of Paterson and the George Washington Bridge entrance and exit ramps.

(more)

Though the Department's overall timetable for the Interstate System in metropolitan areas is being provided for, solutions to controversies over the location of the routes in and around larger cities have delayed certain salient arteries as much as two and two and one half years.

Conforming with Governor Hughes' overall policy, the new program also provides funds for three Freeways which are not on the Interstate System and is tied to urban renewal plans by several municipalities.

The Federal Government, through the U.S. Bureau of Public Roads, will provide \$16,087,347 toward the cost of Primary and Urban projects -- an increase of \$1,514,244 from the 1961-62 allocation for this type of work. The Federal allocation of \$62,402,100 for work on Interstate projects, however, is \$7,677,525 below the 1961-62 level.

The Port of New York Authority, under an agreement negotiated by Highway Commissioner Dwight R. G. Palmer several years ago, is contributing toward the cost of Interstate Routes 80 and 95 leading to the George Washington Bridge. The new program indicates the Port Authority will provide \$2,118,900 in 1962-63, some of it to reimburse the State for work already underway.

Because of these various shifts in allocations, the 1962-63 program provides a net of \$4,363,467 less than the amount set up for the previous fiscal year, due entirely to the drop in Federal Aid for Interstate projects.

(more)

The Federal Government normally pays 90 per cent of the cost of Interstate projects and 50 per cent of the cost of Primary and Urban projects. In making up each annual Construction Program, however, it is necessary to provide some State funds in excess of the exact matching share for all three types of projects to meet the cost of work items which the Federal Government does not approve but which the State feels are essential to the safety and convenience of the public.

For this reason, the 1962-63 program provides \$1,000,000 over and above the State's 10 per cent matching share for non-Federal participating work items on Interstate projects, and \$500,000 over and above the State's 50 per cent matching share for non-Federal participating work items on Primary and Urban projects.

This year's program is also complicated by the fact that the Federal Government is paying only 78.4 per cent of the cost of Interstate Route 280 (the Essex East-West Freeway) through Newark and the Oranges, due to the Highway Department's determination to depress this section of the route at an added cost of some \$13,000,000. The Federal contribution does represent 90 per cent of the estimated cost of building the section as an elevated route.

Because funds for engineering and purchase of right-of-way were set up initially under previous programs on a 90-10 basis, it was necessary to provide an added \$1,479,592 in State funds this year to take care of the change in matching percentages.

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The State Highway Department will be reimbursed for this amount, as well as the balance of the \$13,000,000 as it is spent by the New Jersey Highway Authority from proceeds of a bond issue authorized in 1961 and sold last month.

In summary, the 1962-63 program provides \$78,489,447 in Federal Aid, \$35,020,914 from the State, and \$2,118,900 from the Port of New York Authority. The annual Appropriation Law specified that up to \$1,600,000 of the total Federal Aid could be spent on departmental engineering costs which are Federally reimbursable on a project by project basis. This sum is matched by money contained in a separate State appropriation of \$5,466,966 for the operating costs of the Construction and Right-of-Way Divisions, to provide the \$7,066,966 operating budget approved by the Legislature.

The 1962-63 Construction Program provides for work on these Interstate projects, listed by route:

I-78 -- \$12,000,000 for construction of an interchange with the New Jersey Turnpike and U. S. Routes 1 and 9 at Port Street, Newark; and \$3,295,000 for partial purchase of right-of-way from Annandale in Hunterdon County to Springfield in Union County. The cost of the interchange will come from \$10,000,000 in Interstate funds and \$2,000,000 in Primary and Urban funds since work on two classifications of Federal Aid routes is involved.

Interstate Route 78 will eventually extend more than 66 miles across the State from the Holland Tunnel to the Delaware River near Phillipsburg.

(more)

It is now open to traffic from the Holland Tunnel to Port Street and from Annandale 14 miles west to Still Valley, although some improvements in both areas will be required in future years. The 1961-62 program set up the initial funds for right-of-way from Port Street to the new Route 24 Freeway near Springfield and for construction from Springfield Avenue to the Route 24 Freeway.

I-80 -- \$1,500,000 for partial purchase of right-of-way from Route 53 near Denville to Route U.S. 46 near Edwards Road; \$3,200,000 for purchase of right-of-way, grading and drainage from Edwards Road to Route 23 in Wayne Township; and \$8,600,000 for construction of an interchange with Route 23 and Route U.S. 46 in Wayne Township. Because other than Interstate routes are involved, \$3,600,000 will be provided for the interchange from Primary and Urban funds.

I-80 & I-95 -- \$12,000,000 for construction from the George Washington Bridge to the Passaic River, particularly in the area of the Garden State Parkway, and from Teaneck Road to the New Jersey Turnpike, near Ridgefield Park.

Interstate Route 80 will eventually extend more than 68 miles from Teaneck Road, where it connects with the George Washington Bridge via Interstate Route 95, to the Delaware Water Gap. It is now open to traffic from the Water Gap to Columbia and from Denville to Landing Road, a few miles east of Netcong. Interstate Route 95 will eventually extend more than 70 miles from the George Washington Bridge to the Delaware River near Trenton. It is now open to traffic from Ridgefield Park to New Brunswick.

(more)

Previous Construction Programs provided most of the funds for construction of the two superhighways in Bergen County and from the Passaic River into Paterson. Money was also provided for right-of-way from Paterson to Route 23.

I-280 -- \$4,479,592 for further purchase of right-of-way from Newark to Livingston and \$9,000,000 for partial construction from Newark to Prospect Avenue in West Orange.

Interstate Route 280 will eventually extend more than 17 miles from the I-95 near Kearny to a junction with Interstate Route 80 in Parsippany-Troy Hills. The two previous Construction Programs provided funds for engineering and initial right-of-way purchases.

I-287 -- \$7,500,000 for completion of construction from Route U.S. 22 east of Somerville to Routes U.S. 202 and 206 between Bedminster and Pluckemin, and \$3,200,000 from Smith Road to Intervale Road in the Parsippany-Troy Hills area.

Interstate Route 287 will eventually extend more than 65 miles from I-95 at Woodbridge Township to the New York State line near Suffern, New York. It is already open to traffic from Route U.S. 22 south to Temporary Route 18 below South Bound Brook, and it is under construction from there to Route U.S. 1 at Metuchen and in the Boonton area.

(more)

I-295 -- \$3,000,000 for initial foundation work, of the sand drains type, and bridges at Oldmans Creek and Raccoon Creek in the area from Hollywood Avenue in Salem County to Bridgeport in Gloucester County.

Interstate Route 295 will eventually extend more than 65 miles from Deepwater to Trenton. It is already open to traffic from the Delaware Memorial Bridge to Hollywood Avenue and from Bridgeport to Haddonfield, except for a short segment at Pierce's Corner which is not yet fully up to Interstate standards. The 1961-62 Program provided for construction north to Route 73 in Burlington County and most of these contracts have been awarded.

Relocation of public utilities is an expensive item in construction of modern freeways in a State as urban as New Jersey, amounting to 9 per cent of construction costs, and lighting is also costly. The 1962-63 Program provides \$4,500,000 for the cost of such work on Interstate projects throughout the State as well as \$5,647,299 for miscellaneous engineering, right-of-way and construction. It also provides \$1,040,034 in Interstate funds for Highway Planning and Surveys conducted jointly with the U. S. Bureau of Public Roads.

The 1962-63 Program provides for work on these Primary and Urban Projects, listed by route:

Route U.S. 1 -- \$1,000,000 for resurfacing and construction of a center barrier from Plainfield Avenue to the interchange with I-287 now under construction near Metuchen. This is an extension of the type of work completed in recent years between Trenton and New Brunswick.

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Route 3 -- \$3,750,000 for right-of-way and revision of the Paterson Plank Road interchange in Secaucus and the addition of service roads in conjunction with the New Jersey Turnpike revision of toll plazas 16, 17 and 18.

Route U.S. 9 -- \$550,000 to continue dualization southward from Milford Brook to Toll Gate Corners in Monmouth County.

Route 15 -- \$2,100,000 for dualization and right-of-way from Berkshire Valley Road to Tierney's Corner in Morris County, continuing improvement of this highway to the north.

Route 17 -- \$1,000,000 for construction of an interchange at Allendale Avenue in Bergen County. The Highway Department plans four more overpasses on Route 17 to eliminate hazardous intersections on this highway before initiating a widening to 6 lanes from Route 4 to the Franklin Turnpike.

Route 21 -- \$250,000 for design engineering for relocation in the vicinity of the Pennsylvania Railroad Station at Newark in cooperation with the City of Newark's efforts on its urban renewal plan.

Route 29 Freeway -- \$4,000,000 for purchase of right-of-way and partial construction from Market Street to Lalor Street in Trenton. The 1961-62 Program provided for construction from Calhoun Street past the rear of new State Office Buildings to Market Street. This project coincides with the City of Trenton's urban renewal project along the existing John Fitch Way.

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Route 33 -- \$750,000 for improvement from Route 35 to Route 71. This project is in cooperation with Neptune City's efforts in urban renewal along the north side of Route 33.

Route 35 Freeway -- \$2,090,000 for purchase of right-of-way and partial initial construction from Eatontown to Wall Township in Monmouth County. Most of the funds for right-of-way were provided under previous programs.

Route 36 -- \$2,300,000 for dualization from Euclid Avenue in Keansburg to 1st Avenue in Atlantic Highlands, completing dualization of this highway from Keyport to the new Sandy Hook State Park.

Route 38 -- \$2,000,000 for construction of a new interchange with Routes 41 and 73 at Maple Shade. Approximately half of the money was provided in the 1961-62 program.

Route U. S. 46 -- \$700,000 for improvement of the interchange with Route 17 in Bergen County, involving reconstruction of Route 46 bridge over the Erie Railroad and revision of ramps to and from Route 17.

Route 47 Freeway -- \$1,000,000 for purchase of right-of-way for the Millville bypass. Engineering funds were provided in the 1961-62 Program.

Route 69 -- \$2,000,000 to continue purchases for right-of-way and dualization from Flemington to Ringoes. The previous year's Program provided funds for right-of-way and construction from Flemington Circle south. This year's provides for completion to Larisons Corner and acquisition of right-of-way from Larisons Corner to Route 202 south of Ringoes.

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The Primary and Urban section of the new Program also provides \$1,390,000 for relocation of public utilities on a statewide basis, \$1,250,000 for engineering, \$548,038 for joint studies with the U. S. Bureau of Public Roads, and \$1,786,656 for miscellaneous right-of-way and construction projects.

The 1962-63 Construction Program also provides funds for these 100 per cent State financed projects, listed by route:

Route U.S. 1 -- \$550,000 for reconstruction of the granite block pavement in the vicinity of Wilson Avenue and South Street.

Route 3 -- \$975,000 for right-of-way and construction for a turnaround at Berry's Creek in East Rutherford. This is part of an ultimate revision of Route 3 and is being done in advance to cooperate with East Rutherford in its fire and police problems.

Route 4 -- \$250,000 for construction of ramps to River Road in Teaneck, since expansion of Fairleigh Dickinson College and growth of traffic has made existing ramps insufficient; \$300,000 for safety revisions in Fair Lawn; and \$150,000 for resurfacing in Teaneck.

Route 5 -- \$250,000 for slope protection at the site of several rock slides in Edgewater.

(more)

Route 10 -- \$400,000 for construction of jughandle turns and barrier in Whippany, and \$600,000 for construction of jughandle turns and resurfacing in Roxbury.

Route U.S. 22 -- \$700,000 for resurfacing from Union west (as far as funds will allow), continuing the rehabilitation of this heavily traveled highway.

Route 28 -- \$100,000 for reconstruction of the bridge over the Rahway River.

Route 35 -- \$300,000 for reconstruction of the Cheesequake Bridge approaches, and \$500,000 for construction from Holly Avenue to Washington Avenue in Point Pleasant.

Route 45 -- \$510,000 for reconstruction in Woodbury and Mantua.

Route U.S. 46 -- \$1,700,000 for dualization from I-80 to Budd Lake. The previous construction program provided for dualization from Budd Lake to Draketown. This important project is being financed by the State since sufficient Federal Aid funds were not available this year.

\$125,000 for engineering of a newly legislated route from Pleasantville Boulevard to Dorset Avenue in Atlantic City.

\$792,642 for statewide miscellaneous projects.

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IMMEDIATE RELEASE

1962

INTERSTATE ROUTE 95
FORT LEE, BERGEN COUNTY

Trenton, July 31 - The New Jersey State Highway Department today issued a schedule of tentative openings during August for ramps connecting the George Washington Bridge and major highways in the new Interstate Route 95 interchange area.

The new connections are timed to precede the expected opening of the bridge's second deck in order to handle expected increases in traffic volumes.

Early in August the Department plans to open ramps leading from the George Washington Bridge to westbound Route 4 and westbound Route 46.

When the westbound Route 4 ramp becomes active, a Department spokesman explained, westbound traffic will be diverted from the temporary by-pass road it now shares with eastbound traffic.

Toward the end of the month the new eastbound Route 4 bridge should be ready for traffic. When it is opened, the temporary by-pass road around the bridge site will be closed.

The ramps connecting Fletcher Avenue to westbound 46 should be ready for traffic later this month, eliminating the present detour along Main Street. The remaining connection, eastbound 46 to the George Washington Bridge, is expected to be ready for traffic around August 20.

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IMMEDIATE RELEASE

1962ROUTES 1 & 9 - MORSES CREEK
BRIDGE RE-ADV.
UNION COUNTY

Trenton, July 27 - The New Jersey State Highway Department is seeking new bids on a project for reconditioning the Morses Creek Bridge on Route 1 & 9 in Linden, Union County.

The lowest price offered in the first set of bids, received at a public session here July 19, were deemed too high after review by Highway Department engineers.

According to a Department official, all bid documents submitted by qualified contractors are opened and immediately microfilmed in public view after the total bid price is announced. All the bids are then audited by the Department's accounting staff to verify accuracy, and evaluated by highway engineers. The bids are then compared to the Department's closely guarded estimate of the project's cost.

If the majority of bids are within reasonable proximity of the Department's estimate, the lowest verified bid is accepted; if, however, evidence indicates the Department's estimate is sound, the project is readvertised for a new set of bids.

The Morses Creek Bridge is to be repaired as part of a maintenance program for rehabilitation of structurally sound bridges. Major work will be replacement of the concrete deck.

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RELEASE FRIDAY P.M.'S

1962

ROUTE 33 - COMPLETION
MONMOUTH COUNTY

Trenton, July 27 - Construction crews will finish landscape work and final clean-up of a \$250,000 modernization project on Route 33 around August 1, the New Jersey State Highway Department announced today.

The modernization work was done along a 1.2-mile stretch of Route 33 between Collingwood Circle and the Garden State Parkway, in Wall Township and New Shrewsbury Borough in Monmouth County.

Under the contract, which is finishing ahead of schedule, the former two-lane 20-foot wide highway has been expanded to a four-lane width of 52 feet, and the entire surface paved with bituminous concrete.

At the Wyckoff-Shafto Road intersection a jughandle for eastbound 33 traffic was opened June 18.

A Department spokesman said the newly dualized section provides shorebound traffic with more than five miles of dual highway on Route 33 from Farmingdale Road eastward to Route 35 in Neptune.

Another project, now underway from Collingwood Circle south to Brielle, will add eight miles of dual highway to Monmouth County's growing network of modernized highways.

A future project now in the planning stage will dualize nine miles of Route 36 between Keyport and Atlantic Highlands.

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IMMEDIATE RELEASE

1962

ROUTE 18 - PROJECT WITHDRAWN
NEW BRUNSWICK, MIDDLESEX CO.

Trenton, July 27 - The New Jersey State Highway Department today announced it is cooperating with the City of New Brunswick's urban renewal program by re-studying a plan for safety improvements on Route 18 near Albany Street.

According to a Department official, "A new concept of the redevelopment area in the City of New Brunswick makes necessary a new study of the road connections on this project. It is anticipated that the study will be completed and the revised project advertised (for bids) in the near future."

Sealed competitive bids on the original project were scheduled to be opened at a public session here August 2. Bids were expected from qualified contractors who had prepared their offers after studying detailed construction plans prepared by Highway Department engineers.

The original plans called for constructing a jughandle at Commercial Street, an overpass at New Street, and a new "U" turn loop system at Albany Street.

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IMMEDIATE RELEASE



1962

DETOURS

WEEK OF JULY 28 - AUG. 3.

Trenton, July 27 - The New Jersey State Highway Department today issued a list of areas in the State where maintenance and utility work will cause delays or require detours next week.

A Highway official explained the weekly advisory is a new service the Department has started to alleviate traffic jams by forewarning motorists approaching areas where they may encounter delays. A complete listing of all routes affected by contract construction will be added in the near future.

In Morris County, eastbound Route 46 at Mountain Lakes will periodically be reduced to one lane while a utility company installs a pipe line under the highway's shoulder.

In Newark, repairs will be made on the Route 22 viaduct, reducing traffic lanes available to one in each direction. The official said work would be done between 9:30 a.m. and 3 p.m. to keep the deck clear for rush-hour traffic.

In Mercer County, pavement repairs will be made on Route 33 near the N.J. Turnpike interchange. One lane in each direction will always be open through the work site.

In the Brooklawn-Westville areas of Camden and Gloucester Counties, the Highway spokesman suggests motorists by-pass this section of Route 130 to avoid delays while the Brooklawn circles are resurfaced by using Interstate Routes 295 and 80S.

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RELEASE FRIDAY P.M.'S

1962

INTERSTATE ROUTE 78 - OPENING
Jugtown Mountain
Hunterdon County

Trenton, July 27 - Westbound Route 22 motorists will have a new section of Interstate Route 78 to take them around Jugtown Mountain in Hunterdon County early next week, the New Jersey State Highway Department announced today.

As soon as guard rail and sign installations are completed, a Highway Department spokesman explained, barricades will be removed from the fork where Route 78 curves away from Route 22 just east of the Pattenburg Road interchange in Union Township.

Barricades at the west end of the new section, the traffic interchange in Bloomsbury, will be removed at the same time.

The newly completed five-mile westbound roadway connects with the four-mile section of Route 78 which was opened in 1959 between Bloomsbury and Still Valley, and completes the job of by-passing the portion of steep, twisting Route 22 which snakes over Jugtown Mountain.

The spokesman added that the Interstate highway's eastbound roadway between Bloomsbury and Pattenburg Road was opened to traffic last December.

Summarizing the Interstate highway as it exists today, the Highway official said nearly 15 miles of dual superhighway, including some portions of Route 22 which need minor improvements to bring them up to Interstate

(more)

1962INTERSTATE ROUTE 78 - OPENING
Jugtown Mountain
Hunterdon County

highway standards, is open between Still Valley and Annandale. Another nine miles (New Jersey Turnpike) is carrying traffic between Newark Airport and the Holland Tunnel.

Plans are being drawn for the 40-mile section between Newark Airport and Annandale. The three-mile section between Still Valley and the Delaware River hasn't been taken beyond the cost estimate stage.

Work on the newly completed section in Hunterdon County, constructed at a cost of \$9.5 million, started in December, 1958. Remaining work consists of minor construction, landscaping and clean-up.

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IMMEDIATE RELEASE

1962

INTERSTATE ROUTE 95 - SIGN BIDS
BERGEN COUNTY

Trenton, July 26 - The New Jersey State Highway Department today received a bid of \$252,850.24 from the Planet Corporation, Lansing Michigan, for erection of permanent directional signs on Interstate Route 95 in the George Washington Bridge interchange area.

In order to utilize both decks of the bridge to a maximum advantage, a spokesman explained, highway sign messages directing traffic to the upper and lower levels will be changed by remote-control so that traffic can be directed to the least congested level.

The Planet bid was the lowest of two offers. The other bidder was Whitmyer Brothers, Inc., Hammonton, \$384,010.60.

All bids will be reviewed before the contract is awarded.

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IMMEDIATE RELEASE

1962

INTERSTATE ROUTE 287 - BIDS
Bridgewater Township
Somerset County

Trenton, July 26 -The New Jersey State Highway Department today received bids, the lowest of which was \$5,734,586.57 submitted by F. A. Canuso and Sons, Inc., of Philadelphia, for construction of Interstate Route 287 immediately north of Route U.S. 22 in Somerset County.

The project will extend the highway three miles north of its present terminus, Route 22, to Garretson Road.

In the Garretson Road area, where Route 202-206 will cross over Route 287, ramps will be built to provide connections from northbound 206 to northbound 287, and from southbound 287 to southbound 202-206. Route 202-206 will be dualized north of 8th Avenue, and cross over 287 on a 400-foot bridge.

Other bidders were: Franklin Contracting Co., Little Falls, \$6,099,986.47; Johnson, Drake and Piper, Inc., New York City, \$6,641,516.70; Mal-Bros Contracting Co., West Caldwell, \$5,948,906.84; Poirier & McLane Corp., New York City, \$5,870,490.29.

All bids will be reviewed before the contract is awarded.

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62-I-28
1E, 4B & 5B
287-1(24)20

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

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IMMEDIATE RELEASE

1962

ROUTE 130 - BIDS
Burlington

Trenton, July 26 - The New Jersey State Highway Department today received bids -- with the lowest offer of \$903,198.21 submitted by State Paving and Construction Company, of Philadelphia -- on a project to relieve congestion in Burlington by dualizing Route 130 through the city.

A Department spokesman said the basic plan calls for building a new separate roadway for northbound traffic only. Existing Route 130, after improvements, will carry southbound traffic.

Construction plans for the new job show the future northbound concrete roadway will curve away from Route 130 just past Jerome Street, run alongside Dewey Street to Jacksonville Road, then curve back to Route 130 between Assiscunk Creek and the Pennsylvania Railroad crossing.

Cost of the modernization will be shared equally by the federal and state governments. A schedule of 150 working days has been set by the Department. All bids will be reviewed before the contract is awarded.

Other bidders were: F. A. Canuso and Son, Inc., Philadelphia, \$958,156.68; Ole Hansen and Sons, Inc., Pleasantville, \$910,990.70; Kingston Bituminous Products Company, Kingston, \$998,998.98.

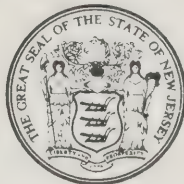
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61-P-9
10E-U-69(24)

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IMMEDIATE RELEASE

1962

LANDIS AVENUE - BIDS
Cumberland County
Federal-Aid Secondary

Trenton, July 26 - Lowest bid received today by the New Jersey State Highway Department for improving another section of Landis Avenue in Cumberland County was \$87,987.48 submitted by Rudolph Meckel and Sons, Vineland.

The 2.2 mile section to be improved lies between Route 77 in Upper Deerfield Township, and Garton Road in Deerfield Township. The existing 20-foot wide highway will be widened by four feet and resurfaced with bituminous concrete.

Costs of the modernization program are being shared by the Federal Government and Cumberland County, with the State Highway Department acting as agent for the Federal Government. All bids will be reviewed before the contract is awarded.

Other bidders were: A. H. Lupton, Jr., Inc., Bridgeton, \$95,848.70; Ole Hansen & Sons, Inc., Pleasantville, \$101,880.64; Bancheri Construction Co., Inc., Hammonton, \$108,988.38.

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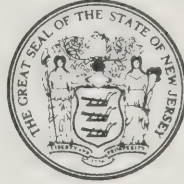
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IMMEDIATE RELEASE

1962

UNION STATE COLLEGE - BIDS
Parking Area

Trenton, July 19 - The New Jersey State Highway Department today received the low bid of \$29,481.25 from Val Della Pello of Union for the grading and paving of a parking area at the New Jersey State College at Union.

The new parking area will be built adjacent to the existing parking area located on Morris Avenue (State Highway 82) in the Township of Union. Entrance to the new area will be from the present parking lot. An additional driveway will be constructed on Conant Avenue to improve access to both areas.

Funds for the project will be provided by the State Department of Education. All bids will be reviewed before the contract is awarded.

Other bidders were: Jannerone Engineering Co., Matawan, \$34,312.00; V. A. Co., Spatz Excavating & Paving/ Summit, \$40,465.75; Robert Bossert & Co., Newark, \$30,205.30; Ralph Barone & Sons, Kenilworth, \$35,808.00.

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IMMEDIATE RELEASE

1962

INTERSTATE ROUTE 295 - BIDS
Camden-Burlington Counties

Trenton, July 19 - Low bid received today by the New Jersey State Highway Department for constructing another Interstate Route 295 highway project in the Camden metropolitan area was \$4,666,876.30 submitted by the Public Constructors Inc. of Blackwood.

The Department's plans call for extending the freeway 3.5 miles north to Route 73 in Mt. Laurel Township where connections to the intersecting state highway will be made. Another interchange is planned for Route 70 in Cherry Hill Township, Camden County.

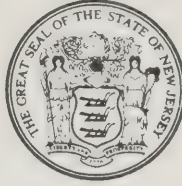
The Department's schedule calls for the section to be completed by December 1963. Plans for the next section of Interstate 295, from Route 73 to Marne Highway, have been started, but no funds for its construction have been allocated as yet. All bids for the contract will be reviewed before it is awarded.

Other bidders were: Hendrickson Bros. Inc, Valley Stream, N. Y., \$4,759,171.27; S. J. Groves & Sons, Cornwells Heights, Pa., \$5,346,284.68; F. A. Canuso & Sons, Philadelphia, \$4,785,835.58; The Forest Co., Mechanicsburg, Pa., \$5,378,738.64.

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IMMEDIATE RELEASE

1962

ROUTES 1 & 9 - MORSES CREEK
BRIDGE - BIDS
UNION COUNTY

Trenton, July 19 - Lowest bid received today by the New Jersey State Highway Department for reconditioning the Morses Creek Bridge, Route 1 and 9, in Linden, was \$59,230.16 submitted by **Central** Construction Company, of Clark.

The structure, built in Union County in 1929, is to be repaired as part of a maintenance program for the rehabilitation of structurally sound bridges. Major work will be replacement of the concrete deck.

All work will be done at night between the hours of 6 p.m. and 6 a.m. During day light hours, three lanes of traffic will be maintained in both directions.

Other bidders were: Mohawk Constructors, Linden, \$61,279.00; Schiavone Construction Co., Secaucus, \$95,215.50.

All bids will be reviewed before the contract is awarded.

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Maintenance
1 & 9 - 3B

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IMMEDIATE RELEASE

1962

ROUTE 3 - BIDS

Secaucus, Hudson County

July 19 - The C. F. Malanka Inc., Union, today submitted the low bid of \$1,223,613.55 for constructing the eastern approach to the new Route 3 bridge over the Hackensack River in Secaucus the New Jersey State Highway announced today.

The bridge, spanning the river between East Rutherford in Bergen County and Secaucus in Hudson County, is in an advanced construction stage. Bids for constructing the west approach in East Rutherford will be sought in the near future. Target date for completion of the existing project, consisting of the bridge and both approaches, is early next summer.

Plans for the eastern approach to the new bridge require a new highway to be constructed from Paterson Plank Road to the bridge. Existing Route 3, which curves south from Paterson Plank Road, will be revised to provide four east-bound traffic lanes.

Other bidders were: Franklin Contracting Co., Little Falls, \$1,233,277.30; P. T. & L. Construction Co., Paramus, \$1,233,992.53. All bids for the federal-state project will be reviewed before the contract is awarded.

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U-116(9)

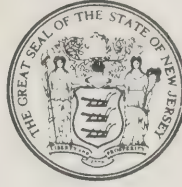
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IMMEDIATE RELEASE

1962

INT. ROUTE 287 - BIDS
Bedminster - Bridgewater
Somerset County

Trenton, July 19 - The New Jersey State Highway Department today received the low bid of \$2,961,635.73 from Hess Bros. Inc., Parlin, for constructing another 1.5 miles of Interstate Route 287 near Pluckemin in Somerset County.

Construction of the superhighway will start about a half mile south of Burnt Mills Road in Bedminster Township and proceed southward to Peters Brook in Bridgewater Township.

As part of the 41,000-mile system of interstate and defense highways, ninety per cent of costs will be paid by the federal government. The Department has scheduled 220 working days for the project.

Other bidders were: Franklin Contracting Co., Little Falls, \$3,031,834.85; Mal - Bros. Constructing Co., West Caldwell, \$3,240,119.93; F. A. Canuso & Sons, Philadelphia, \$3,289,155.67; Geo. M. Brewster & Son, Bogota, \$3,367,739.46; S. J. Groves & Sons, Woodbridge, \$3,424,632.01. All bids will be reviewed before the contract is awarded.

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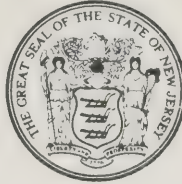
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RELEASE THURSDAY P.M.'S

1962

ROUTE 208 - RAMP SIGNS

Fair Lawn, Bergen County

Trenton, July 19 - The New Jersey State Highway Department today announced it will post additional directional signs near two new Route 208-Plaza Road ramps recently opened in Fair Lawn, Bergen County.

The signs, a Department spokesman said, will guide eastbound Route 208 motorists to the new exit ramp leading to Plaza Road south of the main highway, and direct motorists from Plaza Road to eastbound 208 on a new companion ramp.

The spokesman noted the new ramps, completed last week, eliminate hazardous left turns across the highway to reach Berdan Avenue

Looking to the immediate future, the spokesman forecast completion of a ramp from westbound 208 to northbound Morlot Avenue within a few weeks. He noted work is proceeding on schedule, and steel girders for the new Morlot Avenue overpass should be delivered early next month.

The overall \$865,000 project calls for dualizing 208 by building a mile-long section of eastbound roadway between Route 4 and Plaza Road, the Morlot Avenue interchange, and other access ramps. Route 208 eventually will be dualized to Route 202 in Oakland.

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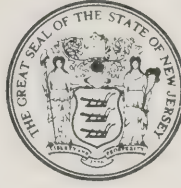
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RELEASE TUESDAY P.M.'S

1962

ROUTE 28 Traffic Shift
Bridgewater Township
Somerset County

Trenton, July 17 - The New Jersey State Highway Department today alerted motorists to be on the lookout for a slight shifting of traffic on the Cuckles Brook Bridge in Bridgewater Township, Somerset County.

A Highway Department engineer said the westbound half of the bridge will be closed within the next few days for a period of about six weeks while reconstruction of that half of the bridge is underway.

Two-way traffic will be confined to the normally eastbound half of the deck, where a separate traffic lane in each direction will be maintained.

Until motorists become accustomed to the new pattern, they should drive cautiously when approaching the bridge. To alert drivers, signs, barricades, traffic guide devices and night flashers will be posted beyond both ends of the bridge.

The Department expects the \$70,000 State-financed project to be completed next January.

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28-3B

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RELEASE MONDAY P.M.'S

1962

State College- ADV
Ewing Township
Mercer County

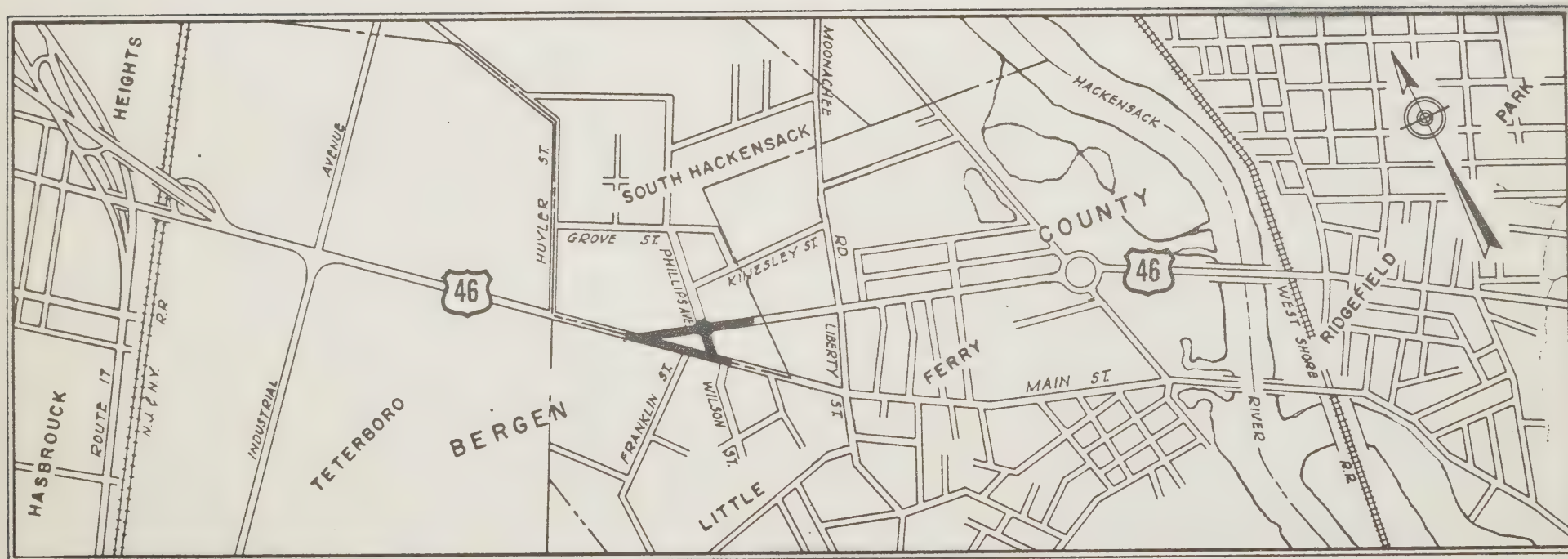
Trenton, July 16 - The New Jersey State Highway Department today called for bids August 7 for constructing three parking lots at the New Jersey State College in Ewing Township, Mercer County.

The parking yards, with a combined capacity of about 400 cars, will be constructed near the main highway serving the College, Route 69. A new two-lane road will front the parking areas, and provide access to a college road leading to Route 69.

Construction plans call for bituminous concrete foundations and surfaces six inches thick.

Funds for the project were appropriated to the State Department of Education. The project is to be completed by mid-September.

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RELEASE MONDAY P.M.'S

1962

ROUTE 46 - ADV

So. Hackensack -

Bergen County

Trenton, July 16 - The New Jersey State Highway Department today called for construction bids August 7 on its plans for relieving congestion on Route 46 at Phillips Avenue in South Hackensack, Bergen County.

Main cause of the congestion, a Department spokesman explained, is the line of eastbound Route 46 traffic which backs up from the intersection, waiting to turn left on Phillips Avenue toward a shopping center.

To cure the congestion, he added, the Department plans to shunt eastbound Route 46 traffic bound for Phillips Avenue, onto lightly traveled Main Street. These motorists would then turn left on Phillips Avenue and cross Route 46 under signal light control.

"What we're doing," the spokesman said, "is creating a jughandle using Main Street and Phillips Avenue. " Other turning patterns he noted, won't be affected.

To increase the capacity of both main arteries, the Department's plans also call for widening Route 46 about 11.5 feet on each side, and paving the future 63-foot-wide highway with bituminous concrete from the Main Street fork to a point about 500 feet east of Phillips Avenue.

Main Street will be widened four feet on each side and resurfaced past Phillips Avenue. Length of the work area on Route 46 is 1,200 feet, and, on Main Street, 800 feet.

(more)

1962

ROUTE 46 - ADV

So. Hackensack -

All bids for the State-financed project, expected to require 40 working days, will be reviewed before the contract is awarded.

62-N-41

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NEW JERSEY STATE HIGHWAY DEPARTMENT

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RELEASE SUNDAY P.M.'S



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1962

ROUTE 20 - BY-PASS
Paterson, Passaic County

Trenton, July 15 - The New Jersey State Highway Department today advised northbound motorists using Route 20 in Paterson, Passaic County, they will be switched to the southbound side of the highway starting Monday.

The shift, a Department spokesman emphasized, is not a detour that requires traffic to leave Route 20, but simply swings northbound traffic to the newly widened four-lane southbound roadway for a few hundred feet, then returns it to the accustomed northbound channel.

Northbound and southbound traffic each will have two lanes in the short bypass area which is located about 1,000 feet south of the new Interstate Route 80 bridge over the Passaic River.

The diversion will be in effect for about two months until the new northbound roadway is completed and opened. At that time construction of the new southbound roadway will begin. When all the work is done existing Route 20 adjacent to the new highway will be removed.

New Route 20 will include four wide concrete lanes divided by a center curb, and flanked by hard surfaced shoulders. The new highway's path is roughly 75 feet east of the existing road, so it can interchange with Interstate Route 80 at the bridge, and pass under the bridge on its course to the north.

In addition to reconstruction of Route 20, the \$5.4 million contract calls for constructing approaches and interchange ramps at both ends of the new bridge.

(more)

1962

ROUTE 20 - BY-PASS

Paterson, Bergen County

The project is one of 23 Bergen-Passaic Expressway jobs between the George Washington Bridge and West Paterson that have a combined construction cost of nearly \$58 million. Final cost of the Expressway is estimated at \$100 million.

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4G

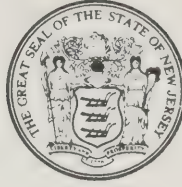
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RELEASE THURSDAY P.M.'S

1962

ROUTE 206 - COMPLETION

Newton, Sussex County

Trenton, July 12 - Modernization work on Route 206 in Newton, Sussex County, should be completed on schedule tomorrow, Friday, the New Jersey State Highway Department announced today.

Under the \$48,000 State-financed project, about 1,100 feet of Route 206 was reconstructed, and drainage systems installed north and south of the modernized section.

The new project has provided a 30-foot wide bituminous concrete roadway between concrete curbs from Ryerson Avenue north to Elm Street. Construction is similar to that completed in 1960 from Ryerson Avenue south to Lawnwood Avenue.

Special attention was given in the plans to the location of replacement sidewalks so that trees lining the highway would be preserved.

A Department spokesman said the reconstruction enabled the Department to provide underground drainage facilities to draw off surface water collected along the new curbs and discharge it into existing drainage pipe lines. The new drainage systems are buried about five feet deep along the east side of Main Street, and consists of concrete pipes increasing in size from 15 inches to 24 inches as the lines approach the bottoms of the slopes.

One pipeline extends about 200 feet south and connects with the system at Maple Avenue, and the other extends about 1,000 feet north from Elm Street to another existing drainage line at Halsted Street.

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RELEASE THURSDAY P.M.'S

1962

ROUTE 10 - COMPLETION
Essex County

Trenton, July 12 - The New Jersey State Highway Department today announced safety construction at the Route 10-Pleasant Valley Way intersection in West Orange should be completed tomorrow, Friday.

The \$76,000 project was undertaken to relieve traffic congestion at the intersection by widening a 550-foot section of Route 10 east of Pleasant Valley Way to four lanes, and smoothing a sharp curve to provide a more gradual turn approaching the crossing.

A Highway Department spokesman said the work is being completed on schedule. He noted the \$76,000 State-financed project is part of an overall program for improving Route 10 which has cost about \$3.3 million. About 11 miles of the highway between Route 53 in Morris County and Teed Road in Livingston Township, Essex County, has been widened to date.

61-N-M
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NEW JERSEY STATE HIGHWAY DEPARTMENT

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RELEASE THURSDAY P.M. 12

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ROUTE 10 - CONSTRUCTION
Barnes County

Trenton, July 12 - The New Jersey State Highway Department today announced safety construction at the Route 10-Pleasant Valley fly intersection in West Orange should be completed tomorrow, Friday.

The \$70,000 project was undertaken to relieve traffic congestion at the intersection by widening a 250-foot section of Route 10 east of Pleasant Valley fly to four lanes, and smoothing a sharp curve to provide a more gradual turn approaching the crossing.

A Highway Department spokesman said the work is being completed on schedule. He noted the \$70,000 State-financed project is part of an overall program for improving Route 10 which has cost about \$1.5 million. About 11 miles of the highway between Route 22 in Morris County and Todd Road in Livingston Township, Barnes County has been widened to date.

61-4-11
328

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